

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5509.

號三初月六年三十三緒光

FRIDAY, JULY 12, 1907.

五拜禮 號二十月七 英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 14,550,000

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
HOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit:
For 12 months, 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
" 1 " 2% " "
TAKEO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. [17]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £ 800,000
RESERVE FUND £ 1,075,000
Shortly to be increased to £ 1,475,000
RESERVE LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3% " "
" 3 " 2% " "
" 1 " 1% " "
JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$ 3,250,000
RESERVE FUND GOLD \$ 3,250,000

HEAD OFFICE: 60, WALL STREET, NEW YORK.

LONDON OFFICE: THREAPNEEDLE HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange business, and receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "
" 1 " 1% " "

No. 9, Queen's Road Central, Hongkong.
CHAS. R. SCOTT,
Manager.

Hongkong, 14th March, 1907. [18]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L. 3,750,000).
RESERVE FUND FL. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "
" 1 " 1% " "
J. L. VAN HOUTEN,
Agent.

Hongkong, 8th June, 1907. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$11,000,000
Silver Reserve \$11,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Kerwick, Deputy Chairman
A. Fuchs, Esq. E. Shellim, Esq.
E. Goett, Esq. R. Shewan, Esq.
H. A. W. Slade, Esq.
C. R. Leitzmann, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH.
MANAGER: Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2% per Cent. per Annum.
For 6 months, 3% per Cent. per Annum.
For 12 months, 4% per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 14th June, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [22]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS: Koenigliche Saeckelung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt a/M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be obtained on application. Every description of banking and exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (L. 1,250,000).
Subscribed Capital FL. 10,000,000 (Paid-up).
Reserve Fund FL. 1,628,850.19 (L. 135,737).

Head Office—AMSTERDAM.
Sub-Office—THE HAGUE.
Head Agency—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS: London: The Williams Deacons Bank, Ltd. Swiss Bankverein.
Paris: Comptoir National d'Escompte de Paris.
Berlin: Deutsche Bank.
Brussels: Banque de Paris et des Pays Bas.
Vienna: Union Bank.
Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.
On Current Account at the rate of 2% per annum on the daily balance.
On Fixed Deposits: 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "
" 1 " 1% " "
J. BORTJE,
Manager.

Hongkong, 16, Des Voeux Road Central. [25]

Mails.

PENINSULAR AND ORIENTAL.

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL ON | REMARKS |
|---|------------------------------|-----------------|----------------------------|
| LONDON, &c., via usual Ports | CHINA | 15th July. | See Special Advertisement. |
| | Capt. E. Street | Noon. | |
| MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID | SVRIA | About 17th July | Freight and Passage. |
| | Capt. D. C. Gregg, R.N.R. | July | |
| SHANGHAI, MOJI, KOBE & SUNDI | SUNDA | About 19th July | Freight and Passage. |
| | Capt. G. M. Montford, R.N.R. | July | |

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 11th July, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED.

Hunters English Ox Tongues, Lunch Tongues, Pressed Beef, Ox Tongues in Jelly and Paysandu Tongues.

HANDY SLICED HAMS IN TINS.

ENGLISH FRUITS IN BOTTLES

AND DELICACIES FOR PICNICS.

NEW STORES PRICE LIST

CAN BE HAD ON APPLICATION.

LANE, CRAWFORD & CO. [35]

ASK FOR

KUPPER'S PILSENER BEER

and see that you get it.

LOOK CAREFULLY AT THE LABEL.

BEWARE OF COLOURABLE IMITATIONS.

SOLE AGENTS,

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

Hongkong, 6th July, 1907. [38]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 14th July.

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.
Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare \$4.00

" " " on the following day 5.00

" " " Single 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,
Secretary.

Hongkong, 8th July, 1907. [39]

Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [30]



THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, FEDDER STREET, MADAME FLINT, MANAGERESS.

GREAT CLEARANCE SALE.

HATS, SHOES, BLOUSES, DRESSES, ROBES, RIBBONS, LACES, &c., &c.

GREATLY REDUCED PRICES.

Hongkong, 4th July, 1907. [39]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony.

[545]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager.

Hongkong, 21st June, 1907. [26]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS

(if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th December, 1906. [27]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,000,000.)

Undertakes and Executes

THE OFFICE OF

TRUSTEE, EXECUTOR, OF WILLS,

ATTORNEY, &c., &c.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 22nd May, 1907. [31]

GRAND OPENING

OF ARTS EXHIBITION.

FOR A SHORT SEASON ONLY.

UNDER THE AUSPICES OF THE CANTON NAM-KEUNG PUBLIC COLLEGE,

there will be opened to the public at 37, QUEEN'S ROAD CENTRAL (three doors above Supreme Court),

on WEDNESDAY, 15th May, 1907, A GRAND EXHIBITION OF EXQUISITE ART TREASURES.

Comprising:—

PAINTINGS, SCULPTURES, CARVINGS, TAPESTRY, ARTISTIC MARBLE and BRONZE BUSTS and STATUARY, ANCIENT ARMOUR and IMPLEMENTS OF WAR, FRENCH and VENETIAN WARES, Beautiful Articles of Decorative Furniture including a Bedroom Suite in Crystal and a Handsome Roman Chair from the Vatican, Rare Curios, Bric-a-brac, Bronzes and other specimens of Art collected by connoisseurs in Art from many parts of the world to the order of the Exhibition.

A nominal fee of FIFTY CENTS will be charged for admission, the net proceeds of which will be devoted to the Educational Funds of the CANTON NAM-KEUNG PUBLIC COLLEGE.

Doors opened from 12 noon to 5 P.M., and 7 to 10 P.M.

Tickets may be had at Entrance.

Adults 35 cents

Children 15 "

Soldiers in uniform 15 "

T. H. TAY,
Manager.

Hongkong, 15th June, 1907. [49]

Hotel.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAN TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1907. [32]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " " W. A. Valentine.
 "FATHAN," 2,260 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Bruch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. H. Grainger.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
 The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
 Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7:30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain J. Wilcox (Laid up).
 "NANNING," 1,569 " " " Mackinson.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 21st June, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANÇAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
 Departure from Hongkong at 9:30 P.M. (Sundays excepted).
 Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).
 Canton Agents—Messrs. E. Pasquet & Co.
 For further particulars, please apply to—
 BARRETTO & CO.,
 Agents.

Hongkong, 5th April, 1907.

[370]

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
 The steamers sail from HONGKONG to SAUKHUI, SHUING, TAKKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip, \$30.
 These steamers have Excellent saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.

Hongkong, 6th October, 1906.

[14]

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

| Steamer. | From | Expected on or about | Will leave for | On or about |
|-----------|-------|----------------------|----------------|------------------|
| TJIBODAS | JAVA | Second half July | JAPAN | Second half July |
| TJIBAHU | JAVA | Second half July | JAPAN | Second half July |
| TJIKINI | JAPAN | Second half July | JAVA PORTS | Second half July |
| TJILWONG | JAVA | First half Aug. | JAPAN | First half Aug. |
| TJILATJAP | JAPAN | First half Sept. | JAVA PORTS | First half Sept. |
| TJIPANAS | JAPAN | First half Sept. | JAVA PORTS | First half Sept. |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st floor,
 Hongkong, 9th July, 1907.

[13]

Dentistry.

Dr. M. H. CHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY
 33, QUEEN'S ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 16th April, 1905.

TSIN TING,
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'AGUIAR STREET.
 REASONABLE FEE.
 Consultation Free.
 Hongkong, 20th June, 1904.

[60]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
 Length inside 514 ft. Width of entrance, top 88 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
 Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 108, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
 Liebers, Scotts, A. I. and Watkins,
 Yokohama, May 23rd, 1905.

[37]

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

| FOR | STREAMERS | TO SAIL |
|--|--------------------------------------|-----------------------------------|
| NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG. | "PREUSSEN" Capt. C. Nahrath | WEDNESDAY, 17th July, 1907. |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA. | "ZITEN" Capt. F. Prösch | About WEDNESDAY, 17th July, 1907. |
| MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE. | "MANILA" Capt. Minssen | THURSDAY, 19th July, 1907. |
| KUDAT and SANDAKAN. | "BORNEO" Capt. F. Sembill | About THURSDAY, 19th July, 1907. |
| YOKOHAMA and KOBE. | "PRINZ WALDEMAR" Capt. W. von Senden | About FRIDAY, 26th July, 1907. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

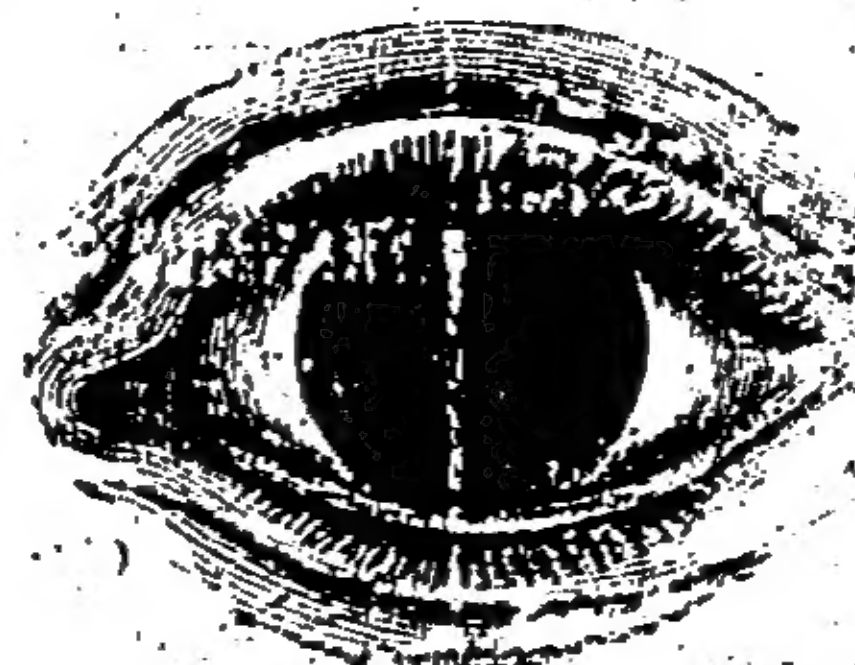
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 11th July, 1907.

[1]

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI.
 21, John Street, Bedford Row, W.C. 19, Beptinck Street, 566, Nanking Road.

[14]

Hotel.

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMKUN)
 SHAMKUN, CANTON,
 ON THE BRITISH CONCESSION,
 H. HAYNES,
 Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO)
 MACAO, CHINA,
 IN THE CENTRE OF THE PRAIA GRANDE,
 Capt. T. AUSTIN, R.N.R.,
 Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor

THE CURRENCY QUESTION IN INDO-CHINA.

The section of the Paris press devoted to colonial interests is renewing the question of the fixation of the dollar in Indo-China. We (*L'Avant du Tonkin*) wish briefly to show the difficulties which must be faced in the attempt to solve this knotty problem. Can we in the Far East with a silver currency conveniently regulate our accounts with the nations that have adopted a gold standard? In other words, money, or to speak more strictly, the value of silver is constantly fluctuating and officials and setlers frequently suffer heavily by exchange when silver is depreciated. Our local budgets also, computed in francs and dollars, are beset with the very greatest difficulties.

The commission appointed in 1902 to study the monetary situation in Indo-China definitely decided in favour of establishing the Indo-Chinese budget in francs. This, however, was but a partial solution of the question, as although it would have protected the budgets against the fluctuation of the dollar, the monetary system of the country would have been left unchanged. As a matter of fact, the creditors of the Administration might have suddenly submitted to the caprices of exchange, but the taxpayers, constantly penalised by its fluctuation, must have regarded the partial remedy with great disfavour. Despite these difficulties, however, and the additional burden of complicating our books, which would follow the framing of the budgets on the basis of the franc, it will in our opinion still be the best expedient that could be adopted.

On the other hand, it is proposed that we should follow the example of other countries in the East, such as Japan and India. In regard to the former, it has to be noted that the financial situation is not like that of Indo-China. If Japan had adopted a gold standard, it would have been due solely to the fact that she had received a large indemnity from China. We could not reckon upon such a possibility. As to India, we have already shown in an article which was published in this paper some months ago, the sacrifices India had to make (the demonetisation of a large accumulation of rupees, suspension of the coinage of silver, and the establishment of a large reserve of gold) to maintain its exchange at a fixed rate. Also it must be confessed, the fixation of the rupee has not yielded all the results that were anticipated, and was the cause of a commercial crisis in several of the most important towns of India.

As for ourselves who do not benefit by the economic situation of India, the solution of the problem is much more complex. To fix the dollar seems a simple affair, but it means giving to a coin which in the Far East has only an intrinsic value, a commercial value, a fiduciary value, that is to say a value which requires a guarantee for its circulation. Neither would the constitution of a reserve of gold solve the problem. This gold, put into continuous circulation, could not fail to be speedily used up. Then we should fall back into the *status quo ante*. To our mind there is but one radical solution of the question: that is the creation of a monetary union in the Far East into which all the countries of the Far East and all the nations having interest in these regions would enter. By the formation of this monetary union, the circulation and the fixation of the value of silver at a rate to be determined, would be guaranteed. Without doubt this innovation contains many questions of detail which each state would have to settle for itself. But it would probably be even more easy to solve the many problems relating to the currency in Indo-China than to form such a union as we have suggested. Opposing interests are at work. And this is the reason, we repeat, why the question of the solution of the monetary problem in Indo-China is so difficult.

BATTLE OF PORTS.

LONDON STILL LEADS WITH £314,760,854 IMPORTS AND EXPORTS.

Which is the chief port in the United Kingdom, and who are our best customers? These two questions are answered by the annual statement of the trade of the United Kingdom with foreign countries and British possessions in 1906.

London (including Queenborough) still heads the list of ports with a total trade (imports and exports) of £214,760,854; Liverpool is close second, with an annual trade of £97,050,161.

The two ports between them take nearly two-thirds of the whole exports and imports of the United Kingdom—£311,811,015.

Hull is the third port in the kingdom, with 61 millions of exports and imports. Glasgow is next with 41½ millions, Manchester 40½, Southampton 34½, Grimsby 25 millions, Harwich 24½ millions.

Our best customers were the United States, who on a total of £33,250,000 exported, paid a good £5,000,000 more than Germany, which came second. British India is a close third, with France fourth; the others being Australia, Argentine Republic, the Netherlands, Belgium, Russia and Canada.

The biggest imports came from America, over two and a half times greater than from France, which sent us £55,700,000 worth of goods.

Germany was third, British India fourth, the Netherlands next, then Canada, Russia, Australia, Belgium, Argentina, and New Zealand in order.

Altogether the imports amounted to £607,818,500, as against £565,019,917 for 1905.—*Homes Paper*.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are, warned against paying more than 10 CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
 Hongkong, 10th September, 1907.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. J. MILLER, to sell by PUBLIC AUCTION, For Account of Mr. J. R. CAPELL, TO-MORROW, the 13th July, 1907, at 2:30 P.M., at No. 1, Bay View, Kowloon, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED,

Comprising:—
 DOUBLE BRASS and IRON BED-STEADS with WIRE MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASH-STANDS, OVERMANTELS, DRESSING TABLES with BEVELLED GLASS, TEAKWOOD-EXTENSION DINING TABLE and CHAIRS, GLASS, CROCKERY and E.P. WARE, TEAKWOOD SIDEBOARD with BEVELLED GLASS, DINNER WAGGONS, a quantity of BLACKWOOD WARE, PICTURES, &c., &c.
 Catalogues will be issued.
 TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 12th July, 1907. [646]

PUBLIC AUCTION.

THE Undersigned have received instructions from G. H. POTTS, Esq., to sell by PUBLIC AUCTION, on

MONDAY, the 15th July, 1907, commencing at 2:30 P.M., at "Clovelly" Peak Road, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE,

Comprising:—
 UPHOLSTERED DRAWING ROOM SUITE, JAPANESE EMBROIDERED SCREENS, LACQUERED TABLES, ENGRAVINGS, LACE CURTAINS, STANDARD LAMPS, TIENTSIN CARPETS and RU S, &c., &c.
 EXTENSION DINING TABLE, CARVED SIDEBOARD with BEVELLED MIRROR, DINNER WAGGON, WRITING DESKS, INLaid PANELS, CROCKERY and GLASSWARE, &c., &c.

BRASS and BRASS-MOUNTED DOUBLE and SINGLE BED-STEADS, WARDROBES with BEVELLED MIRRORS, MARBLE-TOP BUREAU with BEVELLED MIRRORS, MARBLE-TOP WASH-STANDS, Specially made LINEN PRESS, CHEST-OF-DRAWERS, BOOKCASE with DESK, MEDICINE CABINET, &c., &c.
 BATHROOM, PANTRY and KITCHEN REQUISITES.

ALSO A FINE SELECTION OF CANTON BLACKWOODWARE, Comprising:—
 CABINETS, TABLES, JARDINIERS and STOOLS, &c., &c.

One COTTAGE PIANO, by Collard & Collard, and

A Large Quantity of PALMS and other Plants, in tubs and pots.

TERMS:—As customary.
 On view from Saturday, the 13th July, 1907.

GEO. P. LAMMERT,
 Auctioneer.
 Hongkong, 6th July, 1907. [643]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

MONDAY, the 15th July, 1907, at 2:30 P.M., at No. 25, Wyndham Street, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED,

Comprising:—
 DOUBLE BRASS-MOUNTED BED-STEADS with WIRE MATTRESSES, MARBLE-TOP BUREAUS with BEVELLED GLASS, DOUBLE TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASH-STANDS, SILK EMBROIDERED SCREENS, DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, GLASS, CROCKERY and E.P. WARE, OIL PAINTINGS, BRUSSELS CARPET, &c.

On View on Saturday, the 13th instant.
 Catalogues will be issued.
 TERMS:—As usual.

HUGHES & HOUGH,
 Auctioneers.

Hongkong, 11th July, 1907. [644]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

TUESDAY, the 16th July, 1907, at 2:30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE,

Comprising:—
 TAPESTRY-COVERED DRAWING ROOM SUITE, DOUBLE BRASS and IRON BED-STEADS with WIRE MATTRESSES, TEAKWOOD CAMPHOR WOOD WARDROBES with GLASS, DINING TABLE and CHAIRS, MARBLE-TOP WASH-STANDS, DRESSING TABLES, GLASS, CROCKERY and E.P. WARE, PICTURE, A Quantity of BLACKWOOD WARE, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,
 Auctioneers.

Hongkong, 10th July, 1907. [645]

Telegrams.

[Reuter's.]

The Duty on Sugar.

London, 10th July.
A Liberal amendment to the Finance Bill, reducing the duty on sugar by a half, was rejected by 321 to 175.
Mr. Asquith agreed that the tax was vicious and burdensome, and that its reduction or abolition must be the aim of every Chancellor, but the amendment would upset the whole Budget.

Pardon for High Treason.

The King has granted a free pardon to Lynch, who was convicted of high treason in 1903 for fighting on the side of the Boers, and was liberated in 1904.

The Congo Free State.

The Belgian Government has resolved to annex the Congo State to Belgium, and will introduce a Bill for that purpose.

The United States.

The Federal Government has instituted proceedings against The American Tobacco, and other companies including the British Imperial Tobacco Co. all constituting the Tobacco Trust, for the purpose of stopping the combination and the monopolies created by them, which now divide the tobacco business of the world.

SIR CLAUDE MACDONALD, A.D.

ARRIVAL IN TOKYO.

Sir Claude MacDonald, the British Ambassador in Tokyo, returned to Tokyo on the 29th ultimo by the 9 a.m. train. On his arrival at Shimbashi the Ambassador was welcomed back by General Baron Oku, Vice-Admiral Saito, the Minister of the Navy, General Baron Kuroki, Prince Tokunawa, the Chairman of the House of Peers, Viscount Hanabusa, Vice-Minister of the Imperial Household, Mr. Chinda, the Vice-Minister of Foreign Affairs, Count Toda, the Grand Master of Ceremonies, Mr. Lowther, the British Consul-General, and other members of the Embassy staff. After exchanging salutes the Ambassador drove to the British Embassy.

THE SITUATION IN VLADIVOSTOK.

DISQUIETING REPORTS.

The steamer *Mongolia*, which arrived at Nagasaki on Sunday, brought news to the effect that there were still signs of unrest in Vladivostok. Thirty revolutionists had arrived recently and three of them had been arrested. The inhabitants were much alarmed, and it was anticipated that disturbances might occur at any hour. Telegraphic communication with European Russia was still interrupted at the time of the departure of the steamer.

The *Mongolia* is to be delivered to Messrs. Giesburg & Co., of Nagasaki, agents of the Russian Volunteer Fleet. The steamers on the run of the Volunteer Fleet between Vladivostok and Odessa will call at Shanghai and Nagasaki on both voyages.

A COMPARISON OF TWO NAVIES.

According to the best authorities the United States has a larger fleet of heavy ships than Japan.

The Japanese navy has 13 battleships, including the two that have recently been finished; 28 cruisers, 12 coast defence ships, 7 gunboats and 3 dispatch ships. These figures are taken from the Japanese year book and are more conservative than the figures in the World Almanac.

The United States has 29 battleships, including those launched and within a few months of completion; 22 coast defence ships; 12 armoured cruisers, including those within a short time of completion; 22 protected cruisers; 16 other cruisers, 11 sea-going gunboats and 31 other gunboats.

Of the battleships Japan has two of 19,000 tons; two 16,500; one 15,200; two 15,000; one 13,516; one 12,902; two 12,674; one 12,300 and one 10,960.

The United States has six battleships of 16,000 tons; five 14,948; two 13,000; three 12,000; three 11,552; two 11,520; one 11,346; three 10,228 and one 6,315. There are also the battleships *Michigan* and *South Carolina*, the tonnage of which is not given and the two 20,000-ton ships that have just been planned.

While these figures show how the battleships of Japan and the United States stand numerically, the comparison is not very enlightening as to strength.

For instance there are not a few armoured cruisers in our navy whose tonnage and armament are much greater than those of some of our battleships and which would be much more than a match for our vessels with the more imposing name. The same is true of some of Japan's cruisers.

The age of the vessels and whether they are of recent construction and equipment also figures as a very important factor in any comparison.

Nor should it be forgotten that two of Japan's battleships, the *Satsuma* and the *Aki*, are probably, so far as material strength goes, equal to four of our best battleships. At the time of the launching of the *Dreadnought* one of our naval experts figured that it was about as powerful as our two largest battleships, the *Michigan* and the *South Carolina*. At the *Satsuma* and the *Aki*, the two new battleships of Japan, are still larger than the *Dreadnought*, they should weigh still heavier in the balance.

The complement of men carried by each fleet is about the same, 34,000.

When all factors, excluding that most important of all, the "man behind the gun," are considered, our navy is to-day probably anywhere from one-fourth to one-third superior to that of Japan. — *Monita Times*.

THE FRANCO-JAPANESE "ENTENTE."

CELEBRATIONS IN JAPAN.

DIPLOMATIC DINNER AT TOKIO.

The *Japan Chronicle* of 4th inst. says:—On Tuesday afternoon Mr. Fuwa, First Secretary of the Kobe Kencho, Chief Procurator Yamamoto and representatives of the Kobe (Japanese) Chamber of Commerce, the Franco-Japanese Society, met at the Chamber of Commerce rooms, and considered a proposal to celebrate the conclusion of the Franco-Japanese agreement. It was agreed that on the initiative of the Kencho, the Saibansho, the Chamber of Commerce, and the societies above-mentioned the celebration should be held on the 14th instant, the French national holiday, at Suwayama. The French residents of Kobe will be invited to take part in the celebration.

The Osaka Municipal Assembly on Monday, at the conclusion of the ordinary meeting, informally considered the order of proceedings for a similar celebration, to be held in Osaka. Mr. Yamashita, the Mayor spoke upon the subject of the celebration, and Mr. Matsumura, Deputy Mayor, gave the proposed details of the proceedings.

Mr. Hino, Chairman of the Assembly, opposed the celebration being held at the municipal expense. He considered it improper to spend municipal funds in connection with the political affairs of the Empire, and suggested that the celebration should be promoted on the initiative of the Governor and Mayor of the city, the bankers, the Chamber of Commerce, and newspaper offices, also inviting the general public to take part. The expenses of the celebration should be met by public subscription. After a somewhat heated debate, it was decided to further consider the question next day after the conclusion of the meeting of the Assembly, when three representatives should be sent from each ward of the city.

On Monday evening Mr. Gerard, the French Ambassador at Tokyo, gave a dinner in celebration of the Franco-Japanese "entente." Among the guests who accepted invitations were Marshal Marquis Yamagata, Count Inouye, Admiral Togo, Viscount Hayashi, Minister for Foreign Affairs; Admiral Saito, Minister for the Navy; Dr. Sakatani, Minister for Finance; Mr. Yamagata, Minister for Communications; Mr. Matsuda, Minister for Justice; Mr. Makino, Minister for Education; Mr. Matsuo, Minister for Agriculture and Commerce; Count Toda, Grand Master of Ceremonies in the Imperial House; Mr. Matsuo, Governor of the Bank of Japan; the Russian Minister, and the British chargé d'affaires.

In proposing the toast of "The Emperor," the French Ambassador dwelt upon the new Agreement between Japan and France, and proceeded to say that he did not doubt that the conclusion of the Agreement, which brought the two countries into closer relations, was freshening the coming of the time when the signing of an Agreement between Japan and Russia would be accomplished, having as its aim the maintenance of peace and the assurance of the full respect of the rights of each country. For the reasons above-mentioned the Ambassador desired to ask the Minister for Foreign Affairs and other gentlemen to drink the health of his Majesty the Emperor, of the Japanese Empire. In conclusion, he congratulated the Ministers for Foreign Affairs of both countries, and Mr. Kurino, Japanese Ambassador in Paris, all of whom had been decorated in recognition of their services rendered in bringing about the conclusion of the Agreement.

In response, Viscount Hayashi stated that it would not be false even at the present time, after the conclusion of the Agreement, to refer to the fact that relations between the two countries, especially since the latter half of the 19th century—when Japan received very valuable instructions from France—had remained very intimate, both economically and educationally. It would be very easy for anyone to find the cause which bound the two countries so closely together—it was the common interests existing between the two countries. It was unnecessary to emphasize the fact, proceeded Viscount Hayashi, that by the operation of the Agreement which was so warmly welcomed by both countries, the relations between them would increase in cordiality. The fact that the French Ambassador, M. Gerard, joined the Tokyo Diplomatic Corps would be long remembered by the Japanese nation. Viscount Hayashi renewed the assurances of his respects for the French Ambassador, and, having expressed thanks for the honourable decorations conferred upon himself and Mr. Kurino, proposed the toast "The President of the French Republic; prosperity to the French Republic and the future of the Agreement."

M. Gerard rose again, and requested Viscount Hayashi to convey his profound gratitude to the Emperor for the honour done him in conferring upon him the high distinction.

VOLUNTEER ORDERS.

RECRUITS PARADES.

At headquarters at 5.30 p.m. on Monday, the 15th July, for infantry drill, Col. Sergt. Stacey will attend.

At headquarters at 5.10 p.m. on Wednesday, the 17th July, for lecture on mechanism of maxim gun, Sergt. Windsor, R.G.A., will attend. N. C. O.'S PARADE.

At headquarters at 5.30 p.m. on Wednesday, the 17th July, for lecture on mechanism of maxim gun, Sergt. Windsor, R.G.A., will attend.

Note.—Members attending the infantry drills must bring their own rifles. No rifles will be issued from the Armory for these parades.

ENGINEER COMPANY.

Notice.—It is notified for information that in future the Engineer Company will parade on the first and third Wednesdays of the month from 9 to 10 p.m.

A DEAL IN LANGKATS.

THE SMASH IN SHANGHAI.

TONG AND READ V. SUFFERT.

This case, which arose out of transactions on the Shanghai Stock Exchange, was continued. The claim was for Tls. 4,949 on a promissory note given in August 1902.

Mr. S. Fessenden appeared for the plaintiffs, Mr. N. C. Home and Mr. L. Andrews represented defendants.

Mr. Andrews put his client in the witness box. Examined by Mr. Andrews, defendant said he first met Mr. Read, as plaintiff had stated, at the Race Club, where they talked on general matters. Mr. Read mentioned that he had heard witness had been conducting some share business with other brokers and witness replied that they had done so. One thing brought on another and Mr. Read mentioned Langkats. Witness said he had never touched these shares as they were known to go up and down very much. Witness told Mr. Read that he was new to the business and that everything he had done in shares had been his loss. Witness asked Mr. Read what he thought was good and he said Langkats were as good as anything. Witness did not buy shares for investment; he bought to sell forwards. He gave Mr. Read to understand that he had been speculating in shares. Mr. Read told him that Langkats would go up at that time and that witness told him to buy forward twenty Langkats. He never received any shares from Mr. Read; there was no intention that he should receive any shares for investment from Mr. Read. He did business with Messrs. Toeg & Read for about six months, and he never paid any cash for shares. Witness bought forward in the hope that the shares would advance. Asked what he meant by saying he purchased shares forward, witness said he told the brokers that he wished to purchase shares for a certain day. The shares were not all delivered to him on that day. Witness produced his account with Messrs. Toeg & Read at the May settlement. These shares were not purchased for investment and the shares were never delivered to him. There was a debit of Tls. 1,800 against witness at this settlement and he gave a cheque for the amount.

In reply to His Honour witness said this debit was incurred chiefly by Langkats depreciating from Tls. 335 to Tls. 280 and he lost on these shares Tls. 1,300 to Tls. 1,400. He could not say whether he sold this stock before the May settlement. The bill handed to witness by His Honour showed that he sold on May 27. Witness stated that he bought Langkats in December and sold on May 27—that was just before settlement day. It was a fact that witness sold the stock for a less price than he gave for them and this gave rise to the debit balance, which he met.

Mr. Andrews continued the examination of defendant. Witness said he never had any of these stocks in his possession, the transaction was one of settling differences. None of the stocks set out in the July 1902 settlement were bought for investment. At the time that he carried on these share transactions witness was engaged in import business.

Mr. Fessenden objected to the question as to what witness's cash capital was at this time.

Mr. Andrews said the point was that he had not sufficient capital to buy stock of the value of Tls. 100,000.

His Honour said if he was a man of credit he could buy. He could buy for investment and borrow the money. His Honour did not think it would do any good for defendant to give further particulars as to his own financial condition. The issue before the Court was the character of the transaction; and then counsel could clear up the question of law.

In reply to Mr. Andrews witness said he lost money on the settlement extending between May and June; he lost everything he possessed. When the July settlement came on there was a very heavy slump in Farnham's, of which he had a large number from brokers beside Messrs. Toeg & Read, and he went heavily under. Some time after Mr. Read saw witness at his office and asked him to give a promissory note for the amount as he could not pay. Witness told him that he had not given any of the brokers a promissory note and that the money witness owed him was about one-seventh of the total he owed amongst the other brokers and that as soon as witness was able to make payment against his obligations he would do so to Mr. Read and to every one else to whom he owed money. Witness did not give a note that day. Some time afterwards Mr. Allen, who had joined the firm of Toeg & Read, went round to his office. Witness and Mr. Allen were on rather friendly terms. Witness told him that he did not intend to give any more a promissory note and the brokers would have to rely on his promise to pay when he was able. They talked the matter over and Mr. Allen asked witness to give this note to him as a special favour and that it would never be used. Witness thought the matter over and he gave the note on this condition.

Cross-examined.—When he began these transactions with Messrs. Toeg & Read it was with the intention of settling on differences. He told Mr. Read not on one, but on several occasions, that he had never taken up a share from anybody else and that he did not intend to do so. Witness told plaintiff that "to protect him so to speak."

His Honour.—He carried you? Witness.—No, he did not carry me. Brokers are supposed to have quicker information than outsiders and so if he got hold of anything about a drop he could let me out.

By Mr. Fessenden.—He had transactions with the other brokers previous to these transactions with Messrs. Toeg & Read. When Mr. Read told witness that it was his opinion that Langkats would advance witness said that if he thought that would be so he would buy twenty shares. Asked if that was the end of the conversation, witness replied, "We do not each jump up from the table." Asked if, when he instructed Mr. Read to purchase shares for him

he authorized him to incur certain liabilities for him, witness said he did not understand that.

Mr. Fessenden.—Put it this way! Suppose these shares went down whom did you understand to be liable?

Witness.—When I went into this share business I had a certain amount of capital and I intended to play shares against that capital. As differences came along I paid them until this July slump came. At the time I told Mr. Read to purchase these twenty Langkats I was certainly in a position to pay a difference of ten or fifteen per cent. if the market went against me. I meant to do it.

His Honour.—You meant to meet your obligations?

Witness.—I meant to meet all obligations arising out of every one of my transactions.

Mr. Fessenden.—At that time you were familiar in a general way with the customs of the Stock Exchange in Shanghai?

Witness.—I knew very little about it.

Mr. Fessenden.—Did you know at that time the general method of share transactions?

Witness.—I know absolutely nothing about the working of the Exchange. I know that if you purchase forward and the shares go up you get paid and if they go down you have to pay.

His Honour.—Do you know anything more about it now?

Witness.—No, I don't.

Mr. Fessenden.—Do you know that if you wanted actual shares you can have them? Didn't you know you could go to Mr. Read and get your twenty Langkats for instance?

Witness.—I did. I presumed it.

Mr. Fessenden.—Whom did you consider would be the loser in case you did not meet your obligations?

His Honour.—He told you he intended to pay the losses.

Mr. Fessenden.—But if he could not pay the difference whom did he consider would pay?

Witness.—When I went into this transaction I had capital which would meet any ordinary losses in such a transaction. No one looked forward to the smash in Shanghai which wiped out quite a number of people beside myself. If I could not pay certainly the loss would be with the people with whom I did business.

His Honour.—You entered into the contracts in good faith? You meant to meet your losses?

Witness.—Yes, but I did not expect them to turn out to the extent they did.

His Honour.—Instead of reaping profits you got losses. You intended to meet them, didn't you?

Witness.—Yes.

His Honour.—And now you are not able to meet these obligations?

Witness.—Not at the present time.

His Honour.—And that being so you decided to enter a plea that the thing is illegal because it is an illegal contract?

Witness.—I would like to say that—

His Honour.—I don't want any argument of the fact.

Witness.—I would like to explain how I came into Court. I did not come here voluntarily.

His Honour.—Your answer is voluntarily rendered.

Witness.—When they forced me into Court I had to enter that plea.

His Honour.—You decided to set up the contention that the transaction is illegal and hence there is no legal obligation for you to pay?

Witness.—Yes.

In further cross-examination by Mr. Fessenden defendant said that during the course of his transactions with Messrs. Toeg & Read he did instruct them at various times to sell shares before settlement day. As defendant had been willing to receive small payments on account, witness said he had heard from them, at various times, and he said that he did not see that he should pay them in preference to other brokers to whom he owed Tls. 30,000 to Tls. 40,000, simply because they had a note against him. Witness said he would make a payment when he could.

His Honour.—Rather than permit a judgment against him he has decided to contend that the transactions are illegal.

Witness in reply to Mr. Fessenden said that Mr. Allen told him that the promissory note would never be used. It was left to him to make payments.

His Honour.—I don't think this conversation has anything to do with it at all. He signed the note and intended to pay. He intended to pay without the note. I don't think the signing of the note itself does make any difference.

Mr. Fessenden then addressed the Court on the legal points raised by the case.

Mr. Home commenced his address for the defence, and the Court adjourned.

The afternoon sitting was taken up by the arguments of counsel.—N. C. D. News.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory—

On the 12th at 12.05 p.m.—The barometer has fallen moderately over China and the Philippines.

A shallow area of pressure appears to be lying over the Lower Yangtze, and pressure is low also; over the Pacific to the E. of Luzon.

The depression, lying in the Sea of Japan yesterday, is moving into the Pacific to the N.E. of Japan.

Moderate S. and variable winds are likely to prevail in the Formosa Channel, and light or moderate variable winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch.

FORECAST.
1.—Hongkong and neighbourhood, S.W. winds, moderate; fair to showery.

2.—Formosa Channel, S. or variable winds, moderate.

3.—South coast of China between Hongkong and Lamouche, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, July 13th, 1907.

DINNER.

HORS D'OEUVRES.

Anchovy Toast and Olives.

SOUP.

Clear Windsor.

FISH.

Boiled Fish and Eggs Sauce.

ENTREES.

Grilled Pigeon on Toast.

Fillet of Beef and Mushrooms.

Truffles Cutlets.

CURRY.

Lobster Curry.

JOINTS, &c.

Roast Shoulder of Mutton and Mint Sauce.

Roast Capon and Bread Sauce.

Boiled Corned Leg of Pork and Pease Pudding.

Cold Bologna Sausage and Mixed Salad.

SWEETS.

Arrowroot Pudding.

Plum Pudding and Brandy Sauce.

Raspberry Ice Cream and Finger Cakes.

DESSERT.

Coffee. Fruits. [656]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 15th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 12th July, 1907. [656]

CHINESE STUDENTS IN JAPAN.

A post which cannot by any means be termed a sinecure for its holder, and which has been held for a little over eighteen months by H.E. Yang Cheng, Chinese Minister in Japan, is now vacant once more, as his Excellency has resigned the post, and telegraphed the fact to the Ministry of Education (Hsiuehu) on the 4th instant. According to the *N. C. D. News*, when China began sending students to Japan the work was at first a part of the duties of the Chinese Minister in Tokyo. Although at the beginning there were only a few students, comparatively speaking, acquiring an education in Japan; even then the duty seemed to have been no sinecure as there were not a few causes for friction between students and minister. As their numbers grew by leaps and bounds—there were at one time, not long ago, no less than 14,000 and more, of government and private students—a special Commissioner had to be sent to Japan to act as Superintendent of students in that country. After a while the students again manifested dissatisfaction against this official; he had, perforce, to leave and the duties were once more relegated to the Minister. His Excellency as we now know has also resigned, vowing to his friends that he would have nothing more to do with the students, as they had been a thorn in his side ever since he took over the Commissioner'ship in addition to his Legation duties. The question now, who will be the next to take up the unthankful task?

THE CHANGE AGAINST A BANK COMPROMISE.

JUDGMENT ON APPEAL.

Judgment was delivered in the Osaka Appeal Court on 3rd inst. in the appeal of the Procurator against the decision of the Kobe Chihō Saibansho, by which Pan T-chin, the late Comptroller in the Kobe branch of the Chartered Bank of India, Australia and China, who was charged with embezzlement and fraud, was acquitted.

The Appeal Court quashed the decision of the lower Court and sentenced the accused to imprisonment with labour for a term of one year. He is ordered to pay a fine of ¥20 and subsequently to be placed under police supervision for six months.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/3
Do. demand 2/3 5/16
Do. 4 months' sight 2/3 1/2
France—Bank T.T. 2/5
America—Bank T.T. 2/3 1/2
Germany—Bank T.T. 2/3 1/2
India T.T. 16 1/2
Do. demand 16 1/2
Shanghai—Bank T.T. 7 1/2
Singapore T.T. 7 1/2
Japan—Bank T.T. 107
Java—Bank T.T. 13 1/2

Buying.

4 months' sight L/C 2/3 15/16
6 months' sight L/C 2/3 1/2
30 days' sight San Francisco & New York 5 1/2
4 months' sight do. 5 1/2
30 days' sight Sydney and Melbourne 2 1/2 1/16
4 months' sight France 2 1/2 1/16
6 months' sight do. 2 1/2 1/16
4 months' sight Germany 2 1/2 1/16
Bar Silver 31 1/16
Bank of England rate 4 1/2
Bank of France 31 1/2
Sovereign 56 1/2

Intimations

THE

ROBINSON PIANO

CO., LD.

TALKING MACHINES

AND

RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [656]

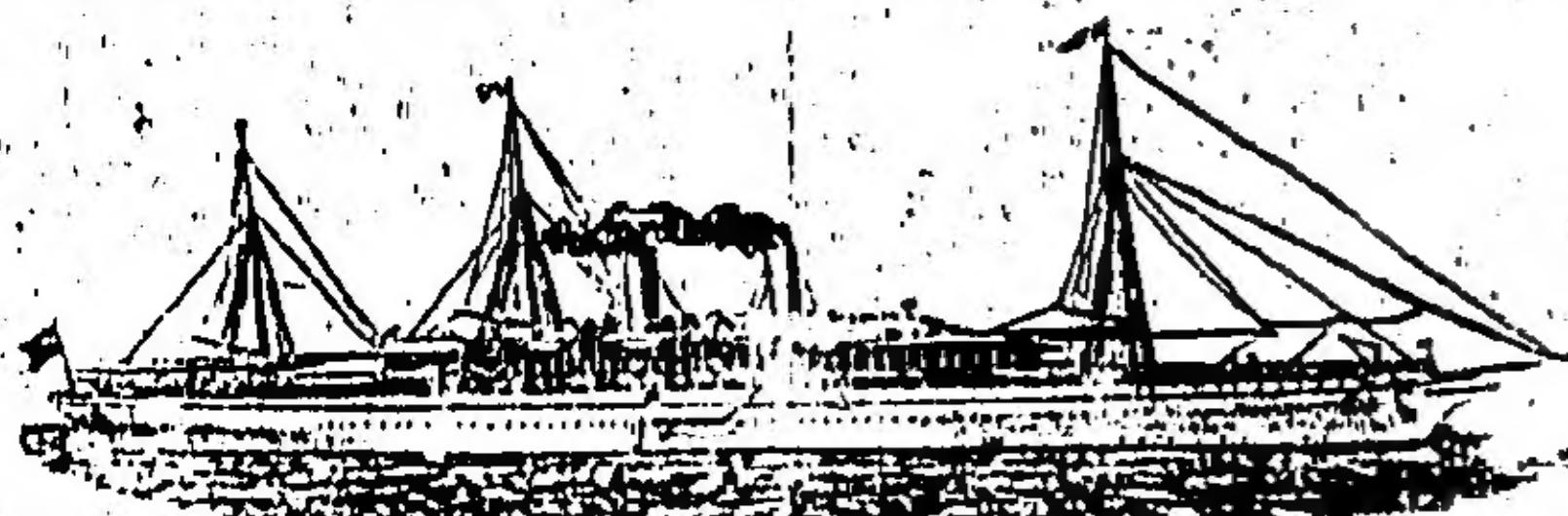
SEASONABLE WINES.

HOCKS & MOSELLES

(SOLE AGENTS FOR LANGENBACH & SOHNE, WORMS-ON-RHINE).

| | 1 Doz. Bottles. | 1/2 Doz. Bottles. |
|---------------------------|--------------------|----------------------|
| Sparkling Moselle | — | \$38.00 |
| „ Hock | — | 28.00 |
| Laubenheimer | \$13.00 | 15.00 |
| Graacher | 14.00 | 16.00 |
| Niersteiner | 15.00 | 17.00 |
| Hochheimer | 20.00 | 22.00 |
| Liebsbraumilch | 24.00 | 26.00 |
| California Riesling | 6.50 | 7.50 |
| Do. Hock | 6.50 | 7.50 |

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

| R.M.S. | Tons | LEAVE HONGKONG | ARRIVE VANCOUVER |
|--------------------|-------|-----------------------|------------------|
| "ATHENIAN" | 3,882 | WEDNESDAY, July 17th | Aug. 10th |
| "EMPEROR OF INDIA" | 6,000 | THURSDAY, Aug. 1st | Aug. 19th |
| "MONTEAGLE" | 6,163 | WEDNESDAY, Aug. 14th | Sept. 7th |
| "EMPEROR OF JAPAN" | 6,000 | THURSDAY, Aug. 29th | Sept. 16th |
| "TARTAR" | 6,435 | WEDNESDAY, Sept. 11th | Oct. 5th |
| "EMPEROR OF CHINA" | 6,000 | THURSDAY, Sept. 26th | Oct. 14th |

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL, being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Steamers, and 1st Class on Railways £40. " £42.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to: D. W. CRADDOCK, General Traffic Agent for China, Corner Paddis Street and Praya.
Hongkong, 4th July, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

| For | Steamship | On |
|-----------|-----------|-----------------------------|
| SINGAPORE | HOPSAK | SATURDAY, 13th July, 3 P.M. |
| SHANGHAI | WAISHING | MONDAY, 15th July, 4 P.M. |

REDUCED FARES TO STRAITS & CALCUTTA.

| | Single | Return |
|---------------------------------|--------|--------|
| Hongkong to Singapore 1st Class | \$ 65 | \$100 |
| Penang | 85 | 130 |
| Calcutta | 105 | 250 |

† Taking Cargo on through Bills of Lading to Calcutta, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to:

JARDINE, MATHESON & CO., LD.,
General Managers.
Hongkong, 10th July, 1907.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMSHIP | TO SAIL |
|--|------------|------------------|
| CEBU AND ILOILO | "KAIFONG" | 13th July, Noon |
| SWATOW & SHANGHAI | "YOKOHAMA" | 14th " 9 A.M. |
| HAIPHONG | "CHIHLI" | 15th " daylight |
| MANILA | "TAMING" | 16th " 4 P.M. |
| NINGPO & NEWCHANG | "NANCHANG" | 16th " " |
| SWATOW, CHEFOO & TIENSIN | "HUICHOW" | 18th " " |
| SWATOW & SHANGHAI | "KIUKIANG" | 19th " " |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "CHINGTU" | 3rd Aug., 4 P.M. |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 12th July, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captain | For | Sailing Dates |
|-----------|------|--------------|--------|-------------------------------|
| ROBI | 2540 | R. W. Almond | MANILA | SATURDAY, 13th July, at Noon. |
| ZAFIRO | 2540 | A. Fraser | " | SATURDAY, 20th July, at Noon. |

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 6th July, 1907.



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

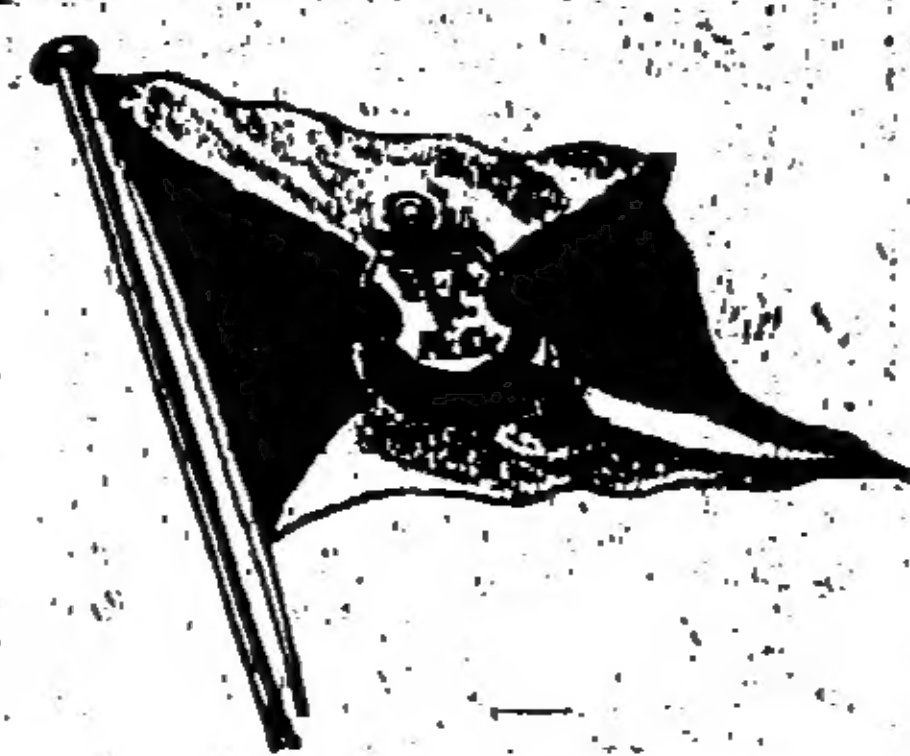
(With Liberty to Call at the Malabar Coast).

| Steamship | To sail |
|------------|----------------------|
| "ABERLOUR" | FRIDAY, 23rd August. |

For Freight and further information, apply to:
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 5th July, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HAMBURG, HOHENSTAUFEN.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewards carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HAMBURG ... 2nd Aug.

Hongkong, 12th July, 1907.

SCANDIA ... 7th Aug.

HAMBURG ... 4th Sept.

RHENANIA ... 4th Oct.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

HONGKONG, CALLAO

IQUIQUE via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

| Steamers | Tons | To sail on |
|------------------|-------|---------------|
| "KATHERINE PARK" | 4,900 | July 18, noon |
| "KASATO MARU" | 6,100 | End of Sept. |

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.
For further information as to Freight and Passage, apply to:

K. MATSUDA,

Manager,

York Building.

Hongkong, 27th June, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above, on SATURDAY, the 27th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 3rd July, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer

Tons

Captain

Sailing

Shawmut ... 9,600 E. V. Roberts About 7th Aug.

Trimont ... 9,600 T. W. Garlick 10th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE; ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Trimont are fitted with very superior accommodations for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED,

General Agents.

Queen's Building, Hongkong, 5th June, 1907.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR

BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA"

Captain Dini, will be despatched as above on MONDAY, the 1st instant, at Noon.

At BOMBAY, the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 11th July, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG, FOR BOSTON AND NEW YORK.

For Freight and further information, apply to

BODWELL & Co., LIMITED,

Agents.

Hongkong, 10th July, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" ... Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ... \$4.

Meals ... \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIJLERS' PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FEKUSON'S SPECIAL CREAM and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1907.

To Let.

TO LET.

OFFICES at No. 14, Des Vieux Road CENTRAL (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 4th April, 1907.

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE,

Barretto & Co.

Hongkong, 1st July, 1907.

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., LD.

Hongkong, 22nd June, 1907.

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

TO LET.

HATHERLEIGH, Conduit Road.

No. 1, RIFON TERRACE, Bosham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

A July 10—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

TO LET.

NO. 5, AUSTIN AVENUE, Kowloon.

Possession 1st June, 1907.

Apply to—

COMPRADORE DEPARTMENT,

E. D. Sassoon & Co.

Hongkong, 24th April, 1907.

TO LET.

NO. 1, WEST END TERRACE, Shamcen, Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

TO BE LET.

AS from the 1st August next, No. 5 MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th June, 1907.

TO LET.

From 1st July.

LARGE and SPACIOUS GODOWNS, Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST, at present in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

NEW BICYCLES

FREE WHEELS, DOUBLE BRAKES,

(COMPLETE)

From \$80.

TYPEWRITERS I

TYPEWRITERS II

FOR SALE,

Repaired, Cleaned, Overhauled, and Broken Parts Duplicated

under Expert Supervision.

OLD MACHINES RENOVATED.

TERMS VERY MODERATE.

SATISFACTION GUARANTEED.

BICYCLES

FOR SALE, REPAIRED, EXCHANGED, AND FOR HIRE.

THE DRAGON CYCLE CO., 11, D'ARQUILLAR STREET.

Hongkong, 7th May, 1907.

WHAT DOES THE CHINESE RISING MEAN?

The situation in China to-day affords good occasion for watchfulness, but none for acute alarm.

The rebellion in the Southern Provinces, which has now reached "a serious stage," is only one of several symptoms of grave disturbances that have made the appearance during the past half-year. The Revolutionary Party, which aimed at overthrowing the present Manchu ruling family and putting a purely Chinese Emperor on the throne, has recently shown renewed life. Its leader, Sun Yat Sen, is familiar to English people as the man who was occasionally arrested some years ago by the Chinese Legation officials in Portland-place, London. Sun has recently made Japan his centre, and thence has introduced great quantities of arms into China.

There has been a recrudescence of the activity of the secret societies. The Golden Pill Society of Shantung—directly connected with the old Boxer movement—has been very busy since last autumn. To the south of Kwangsi, where much of the present trouble now is, the Big Leg Society (Ta-tai-hui) began open demonstrations last November, its leaders going in bands from village to village with white flags, calling upon the people to rise. From Manchuria in the north to Kwangsi in the south there has been a series of demonstrations, often accompanied by bloodshed, against increased taxation and the ever rising cost of living.

FROM FAMINE, FLOOD, AND DROUGHT.

The primary cause of the present rising in Kwangtung and Kwangsi is purely economic. As all the world knows, Central China is now suffering from severe famine, a famine whose grim and tragic horrors will scarce bear description. Many scores of thousands of people have died and are dying from absolute starvation. This famine has naturally affected the price of food in the south. In addition, heavy floods last year swept a considerable part of the southern rice crops away, and there has been a drought recently which made the transit of food supplies along the waterways slow and costly.

The peasantry of the Two Kwangs have felt the pinch of hunger. They are a turbulent and somewhat passionate people, men from whom the river-pirates of the south are recruited, and from whose country rebellion after rebellion has started in the past. They are not of the kind that calmly endure want. The Chinese Government is paternal, and if the people lack food, the authorities are expected to provide it for them.

Early this year, in order to remind the Imperial authorities of their duty, the people in several districts rose in revolt. These uprisings were not purely local disturbances. It was noted that before the men of one town took up arms others from many parts around came to them. At Tungchow several thousand people marched through the streets, burst open the stores, looted all food supplies, and swept the soldiers on one side. In the country district to the back of Swatow numbers of officials were assassinated and their yamets burnt.

The mob had few weapons, but they were only opposed by the ill-armed and badly disciplined soldiery of the old type. Had there been a few regiments of modern-trained Chinese soldiers, such as are to be found in Chihli, the uprising might have been nipped in the bud at the commencement. As it was, the Imperial troops were defeated several times, and the rebels gained courage. It gradually became apparent that the men in various districts were working together.

PIRATES AND BRIGANDS AT WORK.

Intimation.

Powell's
ALEXANDRA
BUILDINGS.

Children's

Outfitting

Dept.

DAINTY

CHILDREN'S
MILLINERY.

INFANTS'

CLOAKS.

BABY

LINEN.

CHILDREN'S

BOOTS,

SHOES

SADALS.

GIRLS'

COSTIMES.

WM. POWELL,
LTD

HONGKONG.

Hongkong, 6th July, 1907.

Public Companies.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Company's Registered Office, 57, George's Buildings, Victoria, Hongkong, on SATURDAY, the 13th day of July, 1907, at 12 o'clock noon, when the subjoined Resolution will be proposed.

That it is desirable to capitalise the sum of \$500,000 being part of the undivided profits of the Company standing to the credit of the Company's reserve fund and accordingly that the same be distributed as a bonus amongst the shareholders registered as such in the Register of Shareholders of the Company at the date of the passing of this Resolution in proportion to the shares held by them respectively and that the General Managers be and they are hereby authorised to distribute among the shareholders the 200,000 unissued shares in like proportion.

The TRANSFER BOOKS of the Company will be CLOSED on SATURDAY, the 13th July, to SATURDAY, the 20th July, 1907, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 1st July, 1907. [625]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

AN INTERIM DIVIDEND of 50 cents per Share for the six months ending 30th June, 1907, will be payable on the 12th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on 10th, 11th and 12th July, 1907.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 4th July, 1907. [640]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1907, will be payable on the 15th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 18th instant, to THURSDAY, the 25th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 9th July, 1907. [648]

THE WEST POINT BUILDING
COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO per share for the Six Months ending 30th June, 1907, will be payable on the 19th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 18th instant, to MONDAY, the 29th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for the West Point Building Co., Ltd.

Hongkong, 11th July, 1907. [653]

Notice of Firm.

NOTICE.

NOTICE is hereby given that, owing to the INCREASE of the Business of Messrs. H. PRICE & CO., WINE MERCHANTS of No. 12, Queen's Road Central, Hongkong, the business has been formed into a Company with Limited liability under the name and style of Messrs. H. PRICE & CO., LIMITED, with Mr. A. E. ROBINSON as its Manager.

All Debts due to, and owing by, the late firm, will be received, and paid, by Messrs. H. PRICE & CO., LTD.

H. PRICE & CO., LTD.
H. PRICE & CO.

Hongkong, 1st July, 1907. [627]

For Sale.

FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY situated at CANTON near the Hongkong, Canton and Macao Steamboat Company's wharf and facing the river. Title Deeds can be seen at the office of the undersigned.

For further particulars, apply to—
GOLDING and BARLOW,
Solicitors,
10, Queen's Road Central,
Hongkong, 22nd May, 1907. [620]

A. CHAZALON & CO.

6, Queen's Road Central,
WINE, SPIRIT and COAL MERCHANTS and
GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT
in pints and Baby bottles.

FRENCH SYRUPS

GRENADINE, GROSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE
and
Other FRENCH MINERAL WATERS.

ALSO

Large Assortment of CANNED GOODS
suitable for Pic-nic

Hongkong, 15th May, 1907. [619]

THE CHANGING EAST.

MANILA.

Writing under the above caption and with special reference to the Philippines, the special correspondent of the London and China Express says:—

COMMERCIAL.

By general consensus of opinion general trade at Manila has not been good for the last two or three years, but almost everyone gave it that the worst had been passed, and that conditions pointed to at least some, if not a considerable, improvement during the next two or three seasons. A good deal of uncertainty is naturally felt at what will be the policy pursued when the Spanish Treaty with its special provisions will expire in two years' time. From the United States at the present time comes the demand that the raw products of the Philippines should be given a chance in the markets there on a basis of a fair equivalent of the terms which the United States takes for its own manufactures and raw materials in the Philippine markets. Some privilege or cash equivalent would have to be given for the rebates on hemp when shipped to United States ports district, and that is abstracted directly from the insular revenues for the benefit of constituents in the United States. Such a policy would affect other merchants doing business elsewhere.

Practically there are only two American firms in Manila outside two big American firms of contractors. American capital is not attracted either to the Philippines. The only two notable exceptions are the Manila tramcar service and the telephone company. Certainly no inducements to introduce capital have been held out. Capital is proverbially shy and needs coaxing. The rush of new people that took place when the islands were acquired has left nothing behind but the establishment on a permanent basis of one of the two American firms I have noted. The other was already established in Spanish times. The main business still continues to be done by British, German, Swiss and Spanish firms. They should be entitled to some consideration for the commerce they have been instrumental in creating. A bold policy is advocated by some of the more hard-thinking portion of the official community, that portion which does not look at tariffs merely as political counters on the Washington board, but at the true welfare of the country and the development of its resources. One would wish more power to the aim of those who advocate that export duties should be removed altogether as to foster the export of produce and introduce more money by its sale. Imports would be subjected to the fair rate of 5 per cent. ad valorem, which would be imposed for revenue purposes. At the same time free zones would be created. Such a policy would have a considerable effect on the welfare of the country, and a decade would doubtless achieve very considerable results.

Besides the nationalities that I have mentioned it may be remarked that the Filipino has adapted himself somewhat to commercial ways under the new conditions of government. With his growing views of independence (which in the lower orders merely means a more insolent behaviour), the better class of Filipino is taking to running industries. The most conspicuous instance of his capacity to direct considerable operations is the foundation and running of the Germinal Cigar Factory. This factory, manufacturing excellent brands of the well-known Manila cigar and cigarette, is entirely under Filipino management. It employs solely Filipino labour, and its capital has been supplied almost entirely by Filipinos. It has a capital of one million pesos, and for its last financial year paid a dividend of 25 per cent., besides making appropriations for writing down. Its history says more for Filipino business capacity than any theoretical argument. The company was formed in August, 1898, at the time of great internal troubles in Manila, and if there were more examples of the capacity here shown by the directors one would have more faith in the commercial and political future of the Filipino race than one has at present. Manila can also boast a match factory, whose product seems to be fully equal to the quality of the average Japanese match exported to all parts of the East. The industry's protection to the extent of the import duty, which enables it to sell at or just within the price of the Japanese imported matches. In speaking of matters commercial, one must note that the Chinaman, notwithstanding that his immigration is prohibited, and he is presumably not importing new blood from his own country, is still a power in the land of trade and commerce. His business characteristics are the same as he displays elsewhere, and he keeps the hold he has long had over the trade of the country, whether who's sale or retail.

I have noted the poor condition of general business for the foreign merchant during the last two or three years and the general view that the worst has been got over, and that prospects are more favourable in the near future. One solid reason for this view is, that the native is now down at about bed rock owing to bad crops, cattle troubles, and other contributing causes during the last few years. He is not addicted to more work than he is compelled to do. He does not delight in labour or industry as the Chinaman revels in—early and late. But he must work now if he would not starve. If he is compelled, as he is at present, to work for a few seasons, he will produce commodities that will come into the market for sale, and as he is no hoarder the money will probably be turned over again in imports. He will, at least, provided seasons are normal, grow more rice, and this will alone prevent the necessity of importing to the same extent, preventing the consequent payment out of money for living alone.

SHIPPING.

The shipping trade of Manila is well supplied with a plentiful service of steamers from Hongkong, besides the Pacific liners that have

added Manila to their ports of call. From Hongkong the China and Manila Steamship Company have two excellent vessels (liners in miniature), and with the China Navigation Company and the Indo-China Steam Navigation Company provide a weekly departure from either port. There are in addition the Australian steamers of the China Navigation Company, the Nippon Yusen Kaisha, and the Australian Steam Navigation Company, which have regular departures to and from Manila for either Hongkong or Australian ports. Australia, by means of a 10 storage boats has a considerable trade in meat, butter, and other perishable produce. The overseas trade is therefore well provided for. The same cannot be said of the coastwise trade, which has been severely handicapped in the treatment it has received at the hands of the authorities, and of even Government competition. I may echo the statement of a local paper at Manila when it calls attention to the importance of fostering such trade, so that it may be equipped with an efficient fleet of steamers to maintain regular means of communication between the different islands. There are 8,000,000 inhabitants spread over some 1,200 islands having a total area of 114,000 sq. miles and a coastline little short of 17,000 miles. A steamer skirting the islands by the shortest possible route would have to travel about 25,000 miles. Maritime communication is therefore an important problem. I have elsewhere said that there is too much red tape in many departments. This is apparent in the question to be answered before even you embark for the Philippines and that the ship is responsible for handing in on arrival. To the steamer agents you have to give answers to all sorts of questions which seem utterly ridiculous when proceeding to territory under the flag that boasts of being absolutely free. You are asked not only your age and civil, your sex, whether married or single, your nationality, your last residence, where you are a landing in the Philippines, and what is your final destination, but whether you can read and write, whether you are in possession of \$10, whether you are going to join a relative, and whether under a contract, expressed or implied, to perform labour. This does not, however, complete the tale. You have to say if you have ever been in prison or an almshouse or supported by charity, whether you are a polygamist, mentally and physically in health or deformed or crippled, and if so from what cause. The recount of these is sufficient without comment.

Intimations.

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 10 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 6.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 6.00 p.m. ... Every 10 minutes.

NIGHT CARS on Week Days.

Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREY & SON,
General Managers.

Hongkong, 4th June, 1907. [639]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at FAST POINT. Storerooms will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1907. [641]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.60 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906. [642]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CANE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiores will also be most grateful for any FAVOUR, or a FAVOUR to be made into a Book for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1907.

Intimation.

TONIO, RESTORATIVE, DIGESTIVE WINE.
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Conalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDERON MACGREGOR & Co., Hongkong.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 23rd instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th July, 1907. [647]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Himalaya.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 11th July, 1907. [649]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SCANDIA"

Captain von Dohren, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 70 DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th July, 1907. [645]

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quart) or 6 doz pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSEN & Co.

Hongkong, 10th January, 1903. [644]

Consignees.

S.S. "TONKIN"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. Dardane and Malapan, from Havre ex S.S. Malapan, and from Bordeaux ex S.S. La President Leroy Lallier, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after MONDAY, the 15th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 15th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th July, 1907. [640]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 8th July, 1907. [649]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"AMERICA"

Captain Schwinnhumer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 70 DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Far East. The memory of Shanghai is burnt into Chinese brains and there is nothing the responsible officials are more anxious to avoid than the repetition of a massacre which gave excuse for German action there.

Since the Boxer movement in 1900, it has been the tendency of European observers to regard apocalyptic uprisings in China too seriously, and to attribute to them too wide a meaning. Thus at the beginning of 1906 numbers of Europeans throughout China were convinced that the Empire was then on the eve of serious anti-foreign troubles. But while this may make us chary of hastily taking an alarmist view, it would be folly to deny the fact that the present rising is graver than anything the Empire has seen since the momentous days of 1900.

The ferment caused by the Reform Movement, the revolutionary ideas carefully fostered by the great army of fourteen thousand youths studying last year in Japan, and the changing economic conditions brought about by the partial introduction of Western civilization, are all making themselves felt. The new wine has been poured into the old bottles, and we have yet to see if the bottles can hold it. A few more victories by the rebels, such as they have already gained in several engagements, will enormously increase their numbers. The Revolutionary Party, their natural ally, has arms, money, and organization. If the anti-dynastic revolutionists and the peasant rebels work together, the situation will at once take a more sinister aspect.—F. A. McKenney in the Daily Mail.

Shipping.

Arrivals.

China, Br. s.s., 4,166, E. Street, 11th July, Shanghai 9th July, Mails and Gen.—P. & O. S. N. Co.
Kumang, Br. s.s., 2,078, E. J. Buller, 11th July, Calcutta via Penang and Singapore 6th July, Gen.—J. & C. Co.
Signal, Ger. s.s., 2,077, G. Schickler, 12th July, Hoihow 11th July, Gen.—J. & C. Co.
Taming, Br. s.s., 1,350, A. W. Outerbridge, 12th July, Manila 9th July, Pamp and Gen.—B. & S.
Wingsang, Br. s.s., 1,526, H. J. Walker, 12th July, Moji 5th July, Coal.—J. & C. Co.
Silesta, Ger. s.s., 3,410, T. Bahle, 12th July, Foochow 10th July, Gen.—H. A. L.
Yochow, Br. s.s., 1,326, J. H. Brown, 12th July, Canton 11th July, Gen.—B. & S.
Hailan, Fr. s.s., 377, L. Andersen, 12th July, Pakhoi and Hoihow 11th July, Gen.—A. R. M.
Clearances at the Harbour.
Pronto, for Saigon.
Vienna, for Surabaya.
Tatsumi, for Shanghai.
Van Outhorn, for Surabaya.
Kwongkong, for Swatow.
Hoihow, for Swatow.
Cheongching, for Swatow.
The Rao, for Bangkok.
Alatita, for Manila.
Yuenyang, for Manila.
China, for Shanghai.
Rubi, for Manila.

Departures.

July 11.
Yawata Maru, for Australian Ports.
Helen, for Swatow.
Pronto, for Saigon.
Hongkong, for Amoy.
Kwongkong, for Hongay.
Nanchang, for Canton.
Chiyuan, for Canton.
Tatsumi, for Canton.
Yuenyang, for Manila.
Cheongching, for Tientsin.
Kwongkong, for Shanghai.
Tatsumi, for Shanghai.
Van Outhorn, for Surabaya.
Passengers arrived.
Per Signal, from Hoihow—Mr. M. Marot, and 41 Chinese.
Per Silesta, from Foochow—Capt. and Mrs. Hintze, and Dr. Ulrich.
Per Kwangkong, from Singapore—Mr. Fenton, 500 Chinese and Indians.
Per China, from Shanghai for Hongkong—Mrs. Boelken and smah, Lieut. Wm. Saxby, Thomas, J. May, Messrs. Yu. W. Po and native servant, H. Wei and native servant, S. On and native servant, Ng Ting and native servant, Mr. and Mrs. Jenner Hogg and 3 native servants, Messrs. C. C. Ketelen and A. Kuck. For Penang—Mrs. M. S. Toque. For Malacca—Mr. A. de Challoy. For London—Mr. Lin Hai Chin and Wong Chi Teh. From Yokohama for Hongkong—Messrs. G. C. Sloan, G. Guscott and G. Whitmore. For Malacca—Mr. S. W. Cartwright, and Miss A. W. Penny. For London via India—Mr. R. H. Lutz. From Kobe for Penang—Mr. Howell's smah. For Bombay—Mr. W. S. Tinkler.

Shipping Reports.

Str. Wingsang, from Moji: Moderate monsoon throughout.
Str. Taming, from Manila: Light variable winds and smooth sea with fine clear weather.
Str. Kwangkong, from Singapore: Light variable winds and smooth sea with fine clear weather.

VESSELS IN PORT.

Steamers.

Aberlour, Br. s.s., 1,581, P. K. Barnett, 6th July, Moji 10th July, Coals.—B. & C.
Asia, Br. s.s., 4,976, Harry Gaukroger, 10th July, San Francisco 11th June, Honolulu 18th, Yokohama 1st July, Kobe, rd, Nagasaki 10th, and Shanghai 7th, Mails and Gen.—O. & C. S. Co.
Athenian, Br. s.s., 2,440, A. O. Cooper, 4th July, Vancouver, B.C., 6th June, and Shanghai 1st July, Gen.—C. P. R. Co.
Atlanta, Am. s.s., 1,000, P. Endeale, 9th July, Manila, P.I. 5th July, Ballast.—Mr. J. M. Bass.
Empress of India, Br. s.s., 3,032, F. Beetham, 2nd July, Vancouver, B.C., 6th June, and Shanghai 1st July, Mails and Gen.—C. P. R. Co.
Goto Maru, Jap. s.s., 1,556, Runno, 9th July, Kobe 3rd July, Coals.—M. B. K.
Hopsang, Br. s.s., 1,350, J. M. Hay, 8th July, Calcutta 1st June, via Penang and Singapore 2nd July, Gen.—I. M. & Co.
Ischia, Ital. s.s., 4,182, D. Francesco, 10th July, Bombay 17th June, and Singapore 4th July, Cotton.—C. & Co.

Joshie Maru, Jap. s.s., 7-2, H. S. Smith, 10th July, Tamsui 7th July, Gen.—O. S. K.
Kailong, Br. s.s., 986, E. Finlayson, 6th July, Cebu and Hoihow 2nd July, Sugar.—B. & S.
Machew, Ger. s.s., 996, R. G. Zollner, 10th July, Bangkok 4th July, Rice and Wood.—B. & S.
Manila, Ger. s.s., 1,108, J. Minseer, 29th June, Australian Ports and Manila 26th June, Gen.—M. & Co.
Mausang, Br. s.s., 1,644, R. Houghton, 1st July, Saldakana 23rd June, Timber.—J. M. & Co.
Mbyene, Br. s.s., 3,209, Jas. Milne, 9th July, Singapore 4th July, Gen.—B. & F.
Nanshan, Br. s.s., 1,200, A. Jones, 4th July, Saigon 30th June, Rice and Gen.—B. & C.
Phuyen, Fr. s.s., 2,500, Bouissou, 7th July, Saigon 3rd July, Rice.—B. & C.
Ragnar, Nor. s.s., 1,222, H. G. Nielsen, 9th July, Rajang (Borneo) 3rd July, Timber.—S. W. & Co.
Rajah, Ger. s.s., 2,018, R. Petersen, 10th July, Bangkok 4th July, Rice and Timber.—B. & S.
Rubi, Br. s.s., 1,611, R. W. Almond, 8th July, Manila 6th July, Gen.—S. T. & Co.
Shakano Maru, Jap. s.s., 1,320, T. Sugl, 7th July, Saigon 3rd July, Rice.—Order.
Skramstad, Nor. s.s., 860, Oshansen, 27th June, Tourane 24th June, Gen.—Aagaard, Thorsen & Co.
Solstad, Nor. s.s., 897, N. Bjornsgaard, 4th July, Moji 26th June, Coal.—Aagaard, Thorsen & Co.
Tao Pan, Ger. s.s., 972, F. Brenbo, 5th July, Bangkok 29th June, Rice.—B. & S.

The Ships Passed Canal.

31st May—Benvenue, China (P. & O.), P. E. Friedrich, Ernst Simon, Alkali, Soda Maru, Senior, Sanuki Maru, Shirats, 4th June—Javerhill, Alderney, Konang St. Rhenania, Linsbank, Titan, Andree Rickmers, 7th June—Dincallo, Diomed, Salatia, Simla, Breconshire, Symetra, Antiochus, 11th June—Benvenit, Ambria, Prinz Ludwig, 14th June—Ryner, Bender, Satsuma, Tonkin, Ville de la Ciotat, Bogo Maru, Persia, Tambo Maru, 18th June—Glenloch, 20th June—Saxonia, Sunda, Kintuck, Marcellus, 25th June—Johannes, Monmouth, Sambla, Glaser, Bender, Berlin, Sardinia, Tourane, Zetina, Schaeffer, 28th June—Formosa, Zetina, Montrose, Kawachi Maru, Salatia, Wik, Piam, 2nd July—Hohentausen, Benmoir, Indu Maru, Poona, 5th July—Oceanic, Indu, Ajax, Palma, Tender, Chikago Maru, N. R. Vorward, 9th July—Inaba Maru, Arrivals at Home—31st May—Ville de la Ciotat, Polyphemus, 4th June—Agamemnon, Arctur, 7th June—P. E. Friedrich, 12th July—Japan, 14th June—Saxonia, Salatia, 18th June—Draculion, Indrapura, Sanuki Maru, 21st June—E. B. Sutton, Breconshire, Albion, Rhenania, 25th June—Rigolotta, Alkali, Sardinia, Shirats, 7th June—Tanka Maru, 20th July—Sumatra, 28th June—Tourane, and July—Binaldar, 9th July—Beniglo, Brats Huel, Glenturret, Indrapura, Malacca, Senegambia, P. R. Luffgold, Solrudnik.

CHINA COAST METEOROLOGICAL REGISTER.

| July 11th, 1907, a.m. | | | | | | |
|-----------------------|-------|-----|-----|-------|-----|---|
| | Bar. | Th. | Hu. | Wind. | Wt. | |
| Wanhsatook, 7 a.m. | 29.77 | — | — | — | — | — |
| Nemuro, 6 a.m. | 29.97 | — | — | SE 4 | — | — |
| Pakhoi, 7 a.m. | 29.77 | — | — | — | — | — |
| Tokio, 7 a.m. | 29.71 | — | — | SE 6 | — | — |
| Kochi, 7 a.m. | 29.72 | — | — | SW 2 | — | — |
| Nagasaki, 7 a.m. | 29.76 | — | — | N 2 | — | — |
| Kagoshima, 7 a.m. | 29.75 | — | — | W 2 | — | — |
| Shima, 7 a.m. | 29.81 | — | — | — | — | — |
| Naha, 7 a.m. | 29.81 | — | — | — | — | — |
| Ishigakijima, 7 a.m. | 29.82 | — | — | — | — | — |
| Chefoo, 6 a.m. | 29.68 | 67 | 95 | SW 1 | b | — |
| Weihow, 6 a.m. | 29.72 | 72 | — | E 1 | b | — |
| Hankow, 6 a.m. | 29.75 | 75 | — | E 1 | b | — |
| Kiukiang, 6 a.m. | 29.81 | 74 | 95 | NE 1 | or | — |
| Shanghai, 6 a.m. | 29.78 | 78 | — | ENE 1 | b | — |
| Guttsai, 6 a.m. | 29.77 | 74 | 85 | ENE 3 | cv | — |
| Sharp Peak, 6 a.m. | 29.75 | 84 | 85 | S 1 | o | — |
| Amoy, 6 a.m. | 29.78 | 83 | 87 | SW 1 | b | — |
| Swatow, 6 a.m. | 29.77 | 80 | 87 | SW 1 | b | — |
| Taihou, 6 a.m. | 29.85 | — | — | — | — | — |
| Tsinau, 6 a.m. | 29.84 | — | — | SE 2 | — | — |
| Koshun, 6 a.m. | 29.83 | — | — | — | — | — |
| Pescadore, 6 a.m. | 29.82 | — | — | W 2 | — | — |
| Canton, 6 a.m. | 29.86 | 84 | 79 | S 1 | b | — |
| Hongkong, 6 a.m. | 29.86 | 85 | 68 | SW 2 | c | — |
| Victoria Peak, 6 a.m. | 29.86 | 85 | — | SSW 2 | — | — |
| Cap Rock, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Macao, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Hoihow, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Pakhoi, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Phulien, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Tourane, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Aparri, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Manila, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Legaspi, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Bacolod, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Hoihow, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Cebu, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Labuan, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |

July 12th, 1907, a.m.

| | Bar. | Th. | Hu. | Wind. | Wt. | |
|-----------------------|-------|-----|-----|-------|-----|---|
| Wanhsatook, 7 a.m. | 29.77 | — | — | — | — | — |
| Nemuro, 6 a.m. | 29.97 | — | — | SE 4 | — | — |
| Pakhoi, 7 a.m. | 29.77 | — | — | — | — | — |
| Tokio, 7 a.m. | 29.71 | — | — | SE 6 | — | — |
| Kochi, 7 a.m. | 29.72 | — | — | SW 2 | — | — |
| Nagasaki, 7 a.m. | 29.76 | — | — | N 2 | — | — |
| Kagoshima, 7 a.m. | 29.75 | — | — | W 2 | — | — |
| Shima, 7 a.m. | 29.81 | — | — | — | — | — |
| Naha, 7 a.m. | 29.81 | — | — | — | — | — |
| Ishigakijima, 7 a.m. | 29.82 | — | — | — | — | — |
| Chefoo, 6 a.m. | 29.68 | 67 | 95 | SW 1 | b | — |
| Weihow, 6 a.m. | 29.72 | 72 | — | E 1 | b | — |
| Hankow, 6 a.m. | 29.75 | 75 | — | E 1 | b | — |
| Kiukiang, 6 a.m. | 29.81 | 74 | 95 | NE 1 | or | — |
| Shanghai, 6 a.m. | 29.78 | 78 | — | ENE 1 | b | — |
| Guttsai, 6 a.m. | 29.77 | 74 | 85 | ENE 3 | cv | — |
| Sharp Peak, 6 a.m. | 29.75 | 84 | 85 | S 1 | o | — |
| Amoy, 6 a.m. | 29.78 | 83 | 87 | SW 1 | b | — |
| Swatow, 6 a.m. | 29.77 | 80 | 87 | SW 1 | b | — |
| Taihou, 6 a.m. | 29.85 | — | — | — | — | — |
| Tsinau, 6 a.m. | 29.84 | — | — | SE 2 | — | — |
| Koshun, 6 a.m. | 29.83 | — | — | — | — | — |
| Pescadore, 6 a.m. | 29.82 | — | — | W 2 | — | — |
| Canton, 6 a.m. | 29.86 | 84 | 79 | S 1 | b | — |
| Hongkong, 6 a.m. | 29.86 | 85 | 68 | SW 2 | c | — |
| Victoria Peak, 6 a.m. | 29.86 | 85 | — | SSW 2 | — | — |
| Cap Rock, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Macao, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Hoihow, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Pakhoi, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Phulien, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Tourane, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Aparri, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Manila, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Legaspi, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Bacolod, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Hoihow, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Cebu, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |
| Labuan, 6 a.m. | 29.86 | 85 | — | SSW 1 | c | — |

July 11th, 1907, a.m.

| | | |
|-------------|-------|-------|
| Barometer | 29.86 | 29.74 |
| Temperature | 86 | 86 |
| Humidity | 68 | 68 |
| Relative | — | — |

| Vessels | From | Agents | Time |
|---------------|-----------|--------------|---------|
| Hilary | Macassar | J. C. L. | July 13 |
| Kaga Maru | Shanghai | N. Y. K. | July 14 |
| Yamanita | Japan | P. & A. Co. | July 14 |
| Kagoshima | Singapore | N. Y. K. | July 15 |
| Patria | Colombo | O. & O. Co. | July 16 |
| Zetia | Colombo | M. & Co. | July 17 |
| Preussen | Japan | M. & Co. | July 17 |
| Kutsum | Singapore | J. M. & Co. | July 18 |
| Boraco | Sandakan | M. & Co. | July 20 |
| Minnesota | Japan | N. Y. K. | July 23 |
| P. Waldemar | Sydney | M. & Co. | July 24 |
| Emp. of Japan | Vancouver | C. P. R. Co. | July 28 |

DOCK RETURNS.

| HONGKONG AND WHAMPOA DOCKS. | What | Where |
|-----------------------------|-------|-----------------|
| Saiman | | at Kowloon Dock |
| Glenesk | | " |
| Empress of India | | " |
| H.M.S. Janus | | " |
| Kohschang | | " |

Post Office.

A Mail will close for:

Swatow—Per Nanchang, 13th July, 9 A.M.
Manila—Per Kuhl, 13th July, 9 A.M.
Saigon—Per Phuyen, 13th July, 10 A.M.
Cebu and Hoihow—Per Kailong, 13th July, 10 A.M.
Nagasaki, Yokohama and Kobe—Per Taki Maru, 13th July, 10 A.M.
Europe, &c., India, via Tuticorin—Per China, 13th July, 11 A.M.
Macao—Per Sui Tai, 13th July, 1.15 P.M.
Singapore—Per Hopsang, 13th July, 2 P.M.
Haiphong—Per Signal, 13th July, 3 P.M.
Swatow and Shanghai—Per Yochow, 13th July, 3 P.M.
Swatow, Amoy and Tamsui—Per Joish Maru, 14th July, 9 A.M.
Singapore, Penang and Bombay—Per Ischia, 14th July, 11 A.M.
Macao—Per Sui Tai, 15th July, 1.15 P.M.
Swatow, Amoy and Foochow—Per Haimun, 15th July, 2 P.M.
Nagasaki—Per Chin, 15th July, 3 P.M.
Haiphong—Per Chin, 15th July, 3 P.M.
Macao—Per Sui Tai, 16th July, 1.15 P.M.
Manila—Per Taming, 16th July, 3 P.M.
Ningpo and Newchwang—Per Nanchang, 16th July, 3 P.M.
Keelung, Moji, Kobe, Yokohama and Portland, Or.—Per Numania, 16th July, 4 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, and Vancouver, B.C.—Per Athanas, 17th July, 10 A.M.
Europe, &c., India, via Tuticorin—Per Preussen, 17th July, 11 A.M.
Macao—Per Sui Tai, 17th July, 1.15 P.M.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

| NAME. | CLASS. | TONS. | GUNS. | H.P. | CAPTAIN. | LAST REPORTED AT. |
|-------------|------------------------|--------|-------|--------|--------------------------------------|----------------------|
| Albatross | despatch-vessel | 700 | 4 | 3,000 | Commander E. La T. Leatham | Wei-hai-wei |
| Astraea | cruiser, 2nd class | 4,360 | 10 | 7,000 | Captain C. L. Vaughan-Lee | Wei-hai-wei |
| Bedford | cruiser, 1st class | 9,800 | 14 | 22,000 | Captain S. E. Erskine | Wei-hai-wei |
| Bramble | river gunboat | 710 | 6 | 900 | Lieut.-Commander E. G. W. Davidson | Shanghai |
| Britomart | river gunboat | 710 | 6 | 900 | Lieut.-Commander W. L. Bamber | Yangtze |
| Cadmus | ship | 1,070 | 6 | 1,400 | Commander H. L. Majendie | Hongkong |
| Cherub | water tank and tug | 300 | — | 300 | | Hongkong |
| Clio | ship | 1,070 | 6 | 1,400 | Commander C. D. S. Raikes | Shanghai |
| Fame | torpedo boat destroyer | 306 | 6 | 5,700 | Lieut.-Commander A. L. Grasson | Wei-hai-wei |
| Flora | cruiser, 2nd class | 4,360 | 10 | 7,000 | Captain H. Grant-Dalton | Hongkong |
| Havd | torpedo boat destroyer | 275 | 6 | 4,000 | Lieut.-Commander W. H. Darwall | Wei-hai-wei |
| Hart | torpedo boat destroyer | 275 | 6 | 4,000 | Lieut.-Commander Dickens | Wei-hai-wei |
| Ianus | torpedo boat destroyer | 280 | 6 | 3,500 | Lieut.-Commander C. A. Fremantle | Hongkong |
| Kent | cruiser, 1st class | 9,800 | 14 | 22,000 | Captain S. V. Y. de Horsey | Wei-hai-wei |
| King Alfred | cruiser, 1st class | 14,100 | 18 | 30,000 | Captain C. F. Thursty | Wei-hai-wei |
| Kinsla | river gunboat | 616 | 4 | 1,200 | Lieut.-Commander Percy Crabtree | Yangtze |
| Merlin | surveying ship | 1,070 | 6 | 1,400 | Commander F. H. Walter | on passage to Penang |
| Monmouth | cruiser, 1st class | 9,800 | 14 | 22,000 | Captain J. A. Tuke | Yokohama |
| Moorehen | river gunboat | 350 | 2 | 800 | Lieut.-Commander Robert E. Vaughan | West River |
| Otter | torpedo boat destroyer | 180 | 6 | 6,500 | Lieut.-Commander J. Kiddie | Wei-hai-wei |
| Robin | river gunboat | 85 | 2 | 240 | Lieut.-Commander C. C. Walcott | West River |
| Sandpiper | river gunboat | 85 | 2 | 240 | Lieut.-Commander H. R. Tickle | Hongkong |
| Saipa | river gunboat | 85 | 2 | 240 | Lieut.-Commander S. H. Tansy | Yangtze |
| Taku | torpedo boat destroyer | 250 | 6 | 6,500 | Boin. W. Sirath | Hongkong |
| Tamar | receiving ship | 4,650 | 6 | — | Commanders R. H. S. Stokes | Hongkong |
| Teal | river gunboat | 180 | 2 | 700 | Lieut.-Commander H. R. Godfrey | Yangtze |
| Thistle | river gunboat | 710 | 6 | 1,400 | Lieut.-Commander R. N. R. West | Hongkong |
| Virago | torpedo boat destroyer | 355 | 6 | 6,500 | Lieut.-Commander Stevenson | Wei-hai-wei |
| Waterwitch | surveying ship | 620 | 4 | 350 | Commander N. W. Glennie | Swatow |
| Whiting | torpedo boat destroyer | 306 | 6 | 5,700 | Lieut.-Commander H. B. Cox | Wei-hai-wei |
| Widgeon | river gunboat | 190 | 2 | 800 | Lieut.-Commander G. B. Spicer-Simson | Yangtze |
| Woodcock | river gunboat | 150 | 2 | 550 | Lieut.-Commander G. J. Todd | Yangtze |
| Woodlark | river gunboat | 150 | 2 | 550 | Lieut.-Commander Jnn. F. Koon | Yangtze |

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | POSITION AS PER LAST REPORT | LAST DIVIDEND. | APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV. | CLOSING QUOTATIONS. |
|--|----------------|----------|----------|-----------------------------|----------------|--|--|
| BANKS. | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 40,000 | \$125 | \$125 | \$1,000,000 | \$1,721,558 | {£1.15/- and bonus of £1 @ Ex. 2/3 = } \$24.33 making \$40.80 for 1906 | \$80 ex n. issue \$224 new issue London £79 ex new issue London £60 n. issue first call |
| National Bank of China, Limited | 10,000 | £7 | £6 | \$1,273,500 | \$71,213 | \$2 (London 3/6) for 1905 | \$51 |
| MARINE INSURANCES. | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | \$1,675,000 | \$231,638 | \$20 for 1905 | 7 1/2 % |
| North China Insurance Company, Limited | 10,000 | £15 | £5 | \$1,100,000 | Tls. 185,529 | {Interim of 7/5 for account 1906 @ ex } 2/10 11 16 per tab. | Tls. 75 |
| Union Insurance Society of Canton, Limited | 2,400 | \$250 | \$100 | \$3,000,000 | 1,460,400 | {Final of \$12 making \$42 for 1905 and } {Interim of 230 for 1906 | 5 1/2 % |
| Yangtze Insurance Association, Limited | 8,000 | \$100 | \$50 | \$1,000,000 | \$401,467 | \$1 for year ending 31.12.05 | 7 % |
| FIRE INSURANCES. | | | | | | | |
| China Fire Insurance Company, Limited | 20,000 | \$100 | \$20 | \$1,000,000 | \$1,62,980 | \$1 and bonus \$2 for 1905 | 9 1/2 % |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | \$1,000,000 | \$435,236 | \$40 for 1905 | 12 1/2 % |
| SHIPPING. | | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$25 | \$25 | \$750,000 | \$365 | \$1 for 1906 | 6 1/2 % |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | \$1,000,000 | Nil | \$2 1/2 for year ended 30.6.1906 | 6 % |
| Hongkong, Canton & Macao Steamboat Co., Ltd. | 20,000 | \$15 | \$15 | \$300,000 | 120,170 | \$1 for 2nd half-year making \$200 for 1906 | 6 1/2 % |
| Indo-China Steam Navigation Company, Limited | 10,000 | £10 | £10 | \$1,000,000 | 2,452 | 10/- @ ex. 2/1 9/16 = \$4.69 1905 | 11 1/2 % |
| Shanghai Tug and Lighter Company, Limited | 100,000 | Tls. 50 | Tls. 50 | \$500,000 | 11,327 | {Final of Tls. 3 1/2 making Tls. 3 1/2 (Pref.) and } {final of Tls. 3 making Tls. 3 1/2 (Ord.) for 06 } 1/1 (Coupon No. 7) in 1906 | 10 1/2 % |
| "Shell" Transport and Trading Company, Limited | 2,000,000 | £1 | £1 | \$1,000,000 | 8,355.60 | \$1.00 for year ending 30.4.1907 | 4 1/2 % |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$5 | \$500,000 | 1137 | \$5.50 for year ending 30.4.1907 | 3 1/2 % |
| Taku Tug and Lighter Company, Limited | 30,000 | Tls. 50 | Tls. 50 | \$1,500,000 | 18,730 | Final of Tls. 2 making Tls. 6 for 1906 | 12 1/2 % |
| SUGAR. | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | \$2,000,000 | 9,218 | \$8 for year ending 31.12.06 | 8 % |
| Luzon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | \$700,000 | Nil | \$3 for 1907 | Nil |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | Tls. 350,000 | Tls. 8,935 | Tls. 4 (8 %) for year ending 31.8.06 | 4 1/2 % |
| MINING. | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 1,000,000 | £1 | £1 | \$1,000,000 | £12,546 | Interim of 1/6 for a/c year ending 28.2.07 | 4 % |
| Oriental Consolidated Mining Company, Limited | 500,000 | G \$10 | G \$10 | \$5,000,000 | G \$909,050 | Interim of 50 cents for account 1906 | Nil |
| Raub Australian Gold Mining Company, Limited | 50,000 | £1 | £1 | \$500,000 | £8,745 | No. 12 of 1/- = 48 cents | Nil |
| DOCKS, WHARVES & GODOWNS. | | | | | | | |
| Fenwick (Geo.) & Co., Limited | 18,000 | \$25 | \$25 | \$450,000 | \$10,335 | \$1.75 for year ending 31.12.06 | 10 % |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. | 40,000 | \$50 | \$50 | \$2,000,000 | \$3,047 | Final of \$2 1/2 making \$5 for 1906 | 6 1/2 % |
| London and Wharfedale Dock Company, Ltd. | 50,000 | \$50 | \$50 | \$2,500,000 | 1400,933 | \$6 for 2nd half-year making \$12 for 1906 | 11 1/2 % |
| Shanghai Dock and Engineering Co., Ltd. | 5,700 | Tls. 100 | Tls. 100 | Tls. 570,000 | Tls. 3,997 | Final of Tls. 4 making Tls. 8 for 1905/6 | 10 1/2 % |
| Shanghai and Hongkong Wharf Company, Limited | 36,000 | Tls. 100 | Tls. 100 | Tls. 3,600,000 | Tls. 23,117 | {Final of Tls. 10 making Tls. 18 for year } {ending 31.12.06 on old capital | 8 1/2 % |
| Yangtze Wharf and Godown Company, Limited | 2,500 | Tls. 100 | Tls. 100 | Tls. 250,000 | Tls. 12,936 | Tls. 18 for 1905 | 8 1/2 % |
| LANDS, HOTELS & BUILDINGS. | | | | | | | |
| Anglo-French Land Investment Co., Ltd. | 25,000 | Tls. 100 | Tls. 100 | Tls. 2,500,000 | Tls. 3,388 | Tls. 6 for 14 1/2 months ending 28.2.07 | 10 1/2 % |
| Astor House Hotel Company, Limited (Shanghai) | 50,123 | \$25 | \$25 | \$1,253,075 | 19,178 | \$3 for year ended 30.6.1906 | 12 1/2 % |
| Central Stores, Limited | 12,000 | \$50 | \$50 | \$600,000 | 1371 | \$1.80 for 1906 | 12 % |
| Hongkong Hotel Company, Limited | 50,000 | \$100 | \$100 | \$5,000,000 | 156,218 | \$5 for second half-year making \$10 for 1906 | 8 1/2 % |
| Hongkong Land Investment and Agency Co., Ltd. | 9,000 | Tls. 25 | Tls. 25 | Tls. 225,000 | Tls. 1,933 | Final div. of \$3 1/2 making \$7 for 1906 | 6 1/2 % |
| Hotel des Colonies Company, Limited | 2,000 | \$100 | \$100 | \$200,000 | \$4,699 | Final of 6 % = 10 % for 1905 | 12 1/2 % |
| Hotel Metropole Company, Limited | 150,000 | \$10 | \$10 | \$1,500,000 | \$11,567 | Final of \$6 making \$10 | 7 1/2 % |
| Humphreys Estate & Finance Company, Limited | 6,000 | \$50 | \$50 | \$300,000 | \$1,089 | 80 cents for 1906 | 6 1/2 % |
| Kowloon Land and Building Company, Limited | 78,000 | Tls. 10 | Tls. 10 | Tls. 780,000 | Tls. 61,978 | \$2 1/2 for 1906 | 7 1/2 % |
| Shanghai Land Investment Company, Limited | 12,500 | \$50 | \$50 | \$625,000 | \$1,519 | {Final div. of Tls. 3 & bonus Tls. 1 1/2 (old sh.) & } {div. of 75cts. & bonus of 19cts. (new sh.) for 06 } Final div. of \$2.10 making \$4.10 for 1906 | 8 1/2 % |
| West Point Building Company, Limited | 12,500 | \$50 | \$50 | \$625,000 | Nil | Nil | Nil |
| COTTON MILLS. | | | | | | | |
| Ewo Cotton Spinning and Weaving Company, Ltd. | 15,000 | Tls. 50 | Tls. 50 | Tls. 750,000 | Tls. 64,986 | Tls. 10 for year ended 31.10.1906 | 15 1/2 % |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | \$10 | \$10 | \$1,250,000 | \$21,660 | \$1 1/4 for the year ending 31.7.06 | 11 % |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 750,000 | Tls. 36,211 | Tls. 6 for year ended 30.9.06 (8 %) | 12 % |
| Laon-kung-mow Cotton Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | Tls. 800,000 | Nil | Tls. 8 for 1906 | 9 1/2 % |
| Soy Chee Cotton Spinning Company, Limited | 2,000 | Tls. 500 | Tls. 500 | Tls. 1,000,000 | Tls. 50,661 | Tls. 50 for 1906 | 15 1/2 % |
| MISCELLANEOUS. | | | | | | | |
| Anglo-German Brewery Company, Limited | 4,000 | \$100 | \$100 | \$400,000 | \$906 | \$7 for 1906 | 8 % |
| Bell's Asbestos Kester Agency, Limited | 1,200 | \$10 | \$10 | \$12,000 | £86 | 1/3 per share for 1905 | 8 1/2 % |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | \$10 | \$12,000 | 1653 | \$3 for 1905 | Nil |
| China-Borneo Company, Limited | 10,000 | \$12 | \$12 | \$120,000 | Nil | \$1 for 1904 | Nil |
| China Flour Mill Co., Limited | 4,000 | Tls. 50 | Tls. 50 | Tls. 200,000 | Tls. 189 | Final of Tls. 5 making Tls. 10 for 1905 | 15 1/2 % |
| China Light and Power Company, Limited | 50,000 | \$10 | \$10 | \$500,000 | \$25,000 | 60 cents for year ended 28.2.06 | 9 % |
| China Provident Loan & Mortgage Company, Ltd. | 100,000 | \$10 | \$10 | \$1,000,000 | \$835 | 80 cents for 1906 | 8 1/2 % |
| Dairy Farm Company, Limited | 25,000 | \$7 1/2 | \$6 | \$1,875,000 | 12,555 | \$1.30 for year ending 31.7.1906 | 11 1/2 % |
| Green Island Cement Company, Limited | 200,000 | \$10 | \$10 | \$2,000,000 | \$10,804 | Final of \$1 1/2 making \$2.00 for 1906 | 11 1/2 % |
| Hall & Holt, Limited | 21,000 | \$20 | \$20 | \$420,000 | \$15,002 | \$2 1/4 for year ending 28.2.07 | 11 % |
| Hongkong Electric Company, Limited | 60,000 | \$10 | \$10 | \$600,000 | 12,933 | 11 per share for year ending 28.2.07 | 7 % |
| Hongkong Ice Company, Limited | 5,000 | \$25 | \$25 | \$125,000 | \$4,367 | Final of \$18 making \$22 for year ending 31.12.06 | 9 1/2 % |
| Hongkong Rope Manufacturing Company, Ltd. | 50,000 | \$10 | \$10 | \$500,000 | \$4,212 | \$2.00 for year ending 31.12.06 | 9 % |
| Maatschappij tot Nijverheid en Landbouwexploitatie in Langkat, Limited | 25,000 | Gs. 100 | Gs. 100 | Tls. 2,500,000 | Tls. 10,374 | Second interim div. of Tls. 7 for a/c 1907 | 10 % |
| Peak Tramways Company, Limited | 25,000 | \$10 | \$10 | \$250,000 | \$2,655 | 51pe sh. or periods in 19th Oct. to 30th Apr. 07 | 9 1/2 % |
| Peak Tramways Company (new) | 25,000 | \$10 | \$10 | \$250,000 | Nil | Nil | Nil |
| Philippine Company, Limited | 25,000 | \$10 | \$10 | \$250,000 | Dr. P. 34,324 | Final of Tls. 3 1/2 and bonus of Tls. 1 1/4 for year ending 31.12.06 | 4 1/2 % |
| Shanghai Gas Company, Limited | 24,000 | Tls. 50 | Tls. 50 | Tls. 1,200,000 | Tls. 7,990 | Tls. 4 for 1905 | 12 1/2 % |
| Shanghai Horse Bazaar Co., Ltd. | 5,400 | Tls. 50 | Tls. 50 | Tls. 270,000 | Tls. 9,751 | Final of Tls. 5 and Tls. 10 for 1906 | 12 1/2 % |
| Shanghai Pulp and Paper Company, Limited | 4,500 | Tls. 100 | Tls. 100 | Tls. 450,000 | Tls. 3,374 | Final of Tls. 6 making Tls. 10 for 1906 | 8 1/2 % |
| Shanghai-Sumatra Tobacco Company, Limited | 30,000 | Tls. 20 | Tls. 20 | Tls. 600,000 | Tls. 7,843 | {Interim div. of 15/- for 1-year 1906 } {Interim div. of 5/- for 1-year 1906 | Nil |
| Shanghai Waterworks Company, Limited | 8,175 | £20 | £20 | \$1,635,000 | Tls. 85,592 | None | Nil |
| South China Morning Post, Limited | 7,000 | \$25 | \$25 | \$175,000 | Dr. \$41,934 | 30cts. (old) & 15cts. (new) year ended 31.5.06 | 4 1/2 % |
| Steam Laundry Company, Limited | 20,000 | \$5 | \$5 | \$100,000 | \$214 | Interim of Tls. 4 for year 1905/6 | Nil |
| Tientsin Waterworks Company, Limited | 2,000 | Tls. 100 | Tls. 100 | Tls. 200,000 | Tls. 1,012 | First year | Nil |
| United Waterboat Company, Limited | 50,000 | \$10 | \$10 | \$500,000 | Nil | {70 cents on 9,900 ord. shares and \$9.00 on } {100 Founders for year ending 31.12.06 } {Final of 40 cents per share making 80 } {cents for year ending 31.12.07 } {Final of 30 cts. making 30 cts. for the } {year ended 30th June, 1906 | 6 1/2 % |
| Watson, (A. S.) & Co., Limited | 40,000 | \$10 | \$10 | \$400,000 | \$5,482 | Nil | 7 1/2 % |
| William Powell, Limited | 15,000 | \$10 | \$10 | \$150,000 | \$183 | Nil | 10 % |

*These shares are entitled to half of the profits.

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, LONDON.

HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST MONS."

Captain Girard, will be despatched for MARSEILLES on TUESDAY, the 23rd July, at 1 P.M.

This Steamer connects at Colombo with the Australian line S.S. "Dumbia" bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. TONKIN 6th August.

S.S. SALAZIE 20th August.

S.S. POLYNESIE 3rd Sept.

S.S. TOURANE 17th Sept.

S.S. AUSTRALIEN 1st Oct.

S.S. NERA 15th Oct.

G. DE CHAMPEAUX, Agent.

THE Steamship

"CHINA."

Captain E. Street, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 13th July, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. "Mooltan," 9,600 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement), will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "China," due in London on 18th August, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 12th July, 1907.

Hongkong, 10th July, 1907.

Intimations.

ACHEE & CO.

ESTABLISHED 1859

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

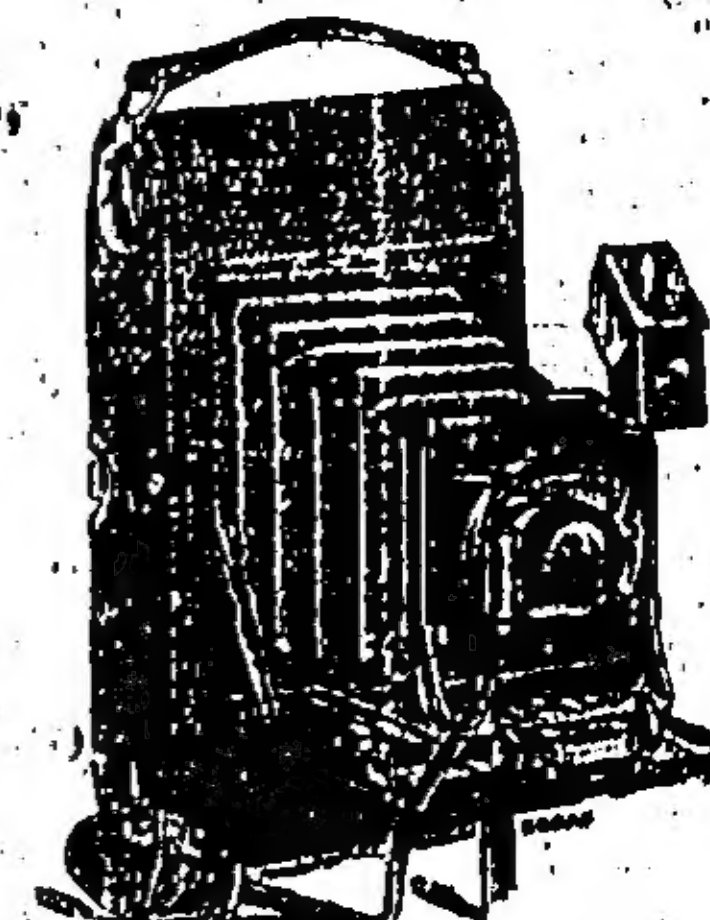
EASTMAN'S

&c., &c., &c.

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

Dewar's 'Imperial'

The Whisky without an equal

Sole Agents: BUMANN & BERBLINGER,

15, 16 & 17, Connaught Road Central.

[480]